DELOREAN WORLD

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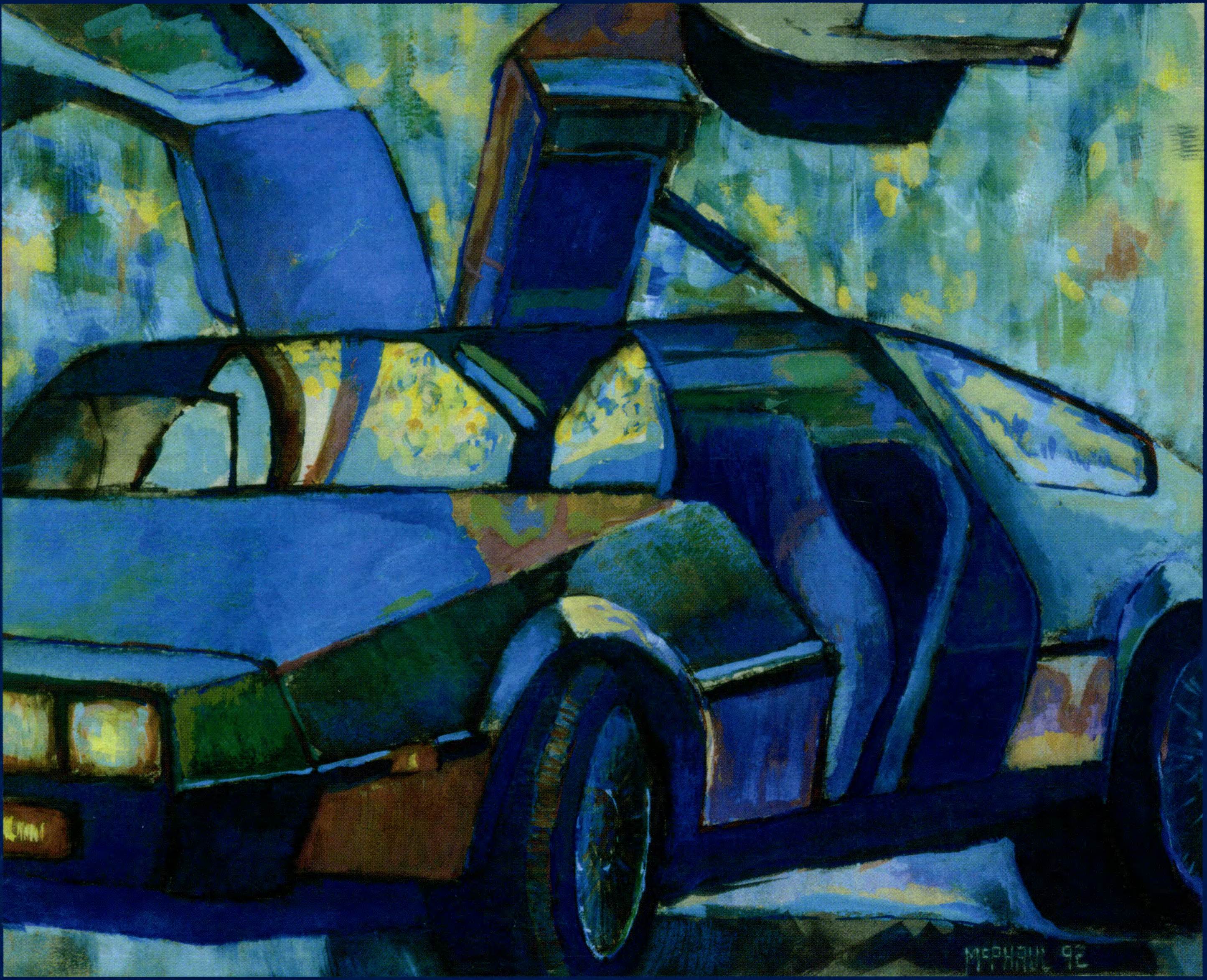
Volume 9, Number 3



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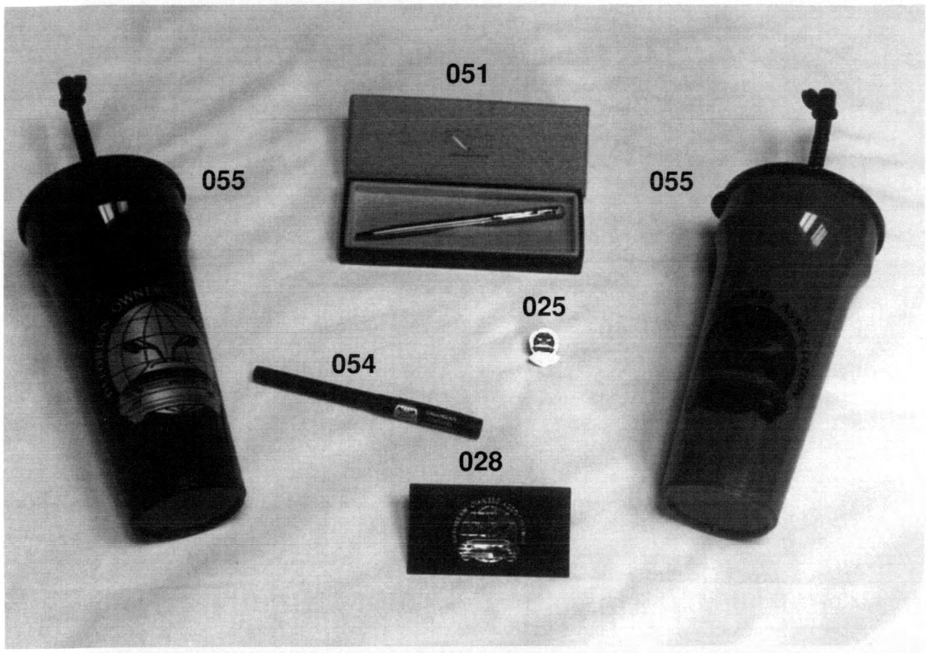

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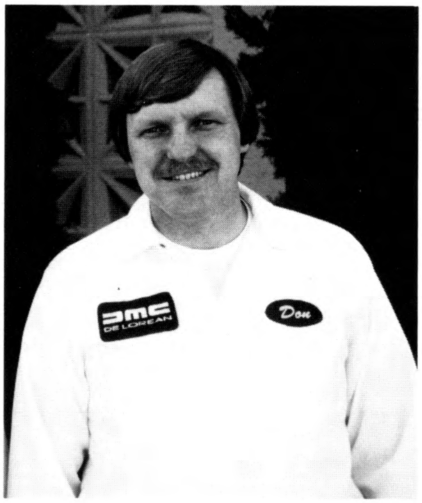

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DELOREAN WORLD

Volume 9, Number 3 • 1992

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CALENDAR

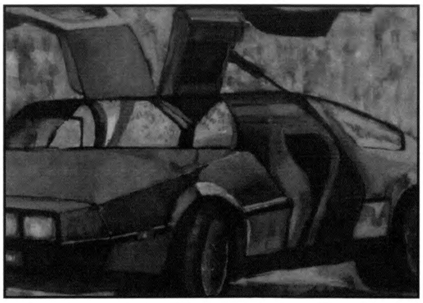
DeLorean Expo '92
December 10-13, 1992
The Pointe at Tapatio Cliffs
Phoenix/Scottsdale, Arizona

ON THE COVER:

Entering the World of Fine Art

Rendering in angular design and stainless color reflection embodied in the DeLorean design.
Artist: Doug McPhaul
Torrance, California

(See story page 24)



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EDITOR'S NOTE

BY KAY MYHRE

EDITORS NOTE: *Fashionable, bubbly, artistic, and positive, Debbie Spurlin cheers everyone around her. You may describe her home as "haywire house" as she frequently invites "anyone interested" to "come on over" and participate in elaborate craft projects for "every occasion".*

Debbie has an extensive background in marketing wholesale jewelry and brings a talent to the DeLorean Owners' Association as your Products Director. She will be genuinely pleased to assist you with your holiday shopping needs.

One of the pleasures of applying oneself in any endeavor is experiencing the positive results of one's effort and receiving comments appreciative of the effort involved. This was more than adequately accomplished in a letter received from Timothy Ward in Tennessee. His comments permeate with reminiscence, a thought that we all can identify within the process of growing up in a world of cars.

For those of you who can remember your personal enchantment about a specific automobile, you may appreciate this up-to-date fascination and fantasy that is urging to become a reality. It is the essence of our dreams as members of the Association, both individually and collectively.

If you attended the DeLorean Expo '91 in Las Vegas, you will surely remember Robert Lamrock and his camera crew from Ulster in Ireland. He provided a very personal touch in his address at the banquet relating his own experience in his quest and acquisition of the DeLorean automobile. Most of us acquire our automobiles from local sources, however there are those such as Mr. Lamrock who sourced his automobile overseas and brought it back to Ireland. He is the Chapter 38 Coordinator and his efforts have provided exceptional quality news coverage not only of the DeLorean automobile, but also the Association, on Ulster Television. This further underscores the international dimension focused on the DeLorean for at least a decade.

Britain's largest and most important classic car show, among other automotive events, will continue to include DeLoreans who invariably draw the attention of world class automotive connoisseurs.

With this year's holiday season, I thought it appropriate to include Rudolph's replacement, a photo of a DeLorean's participation in the Laguna Nigel holiday parade.

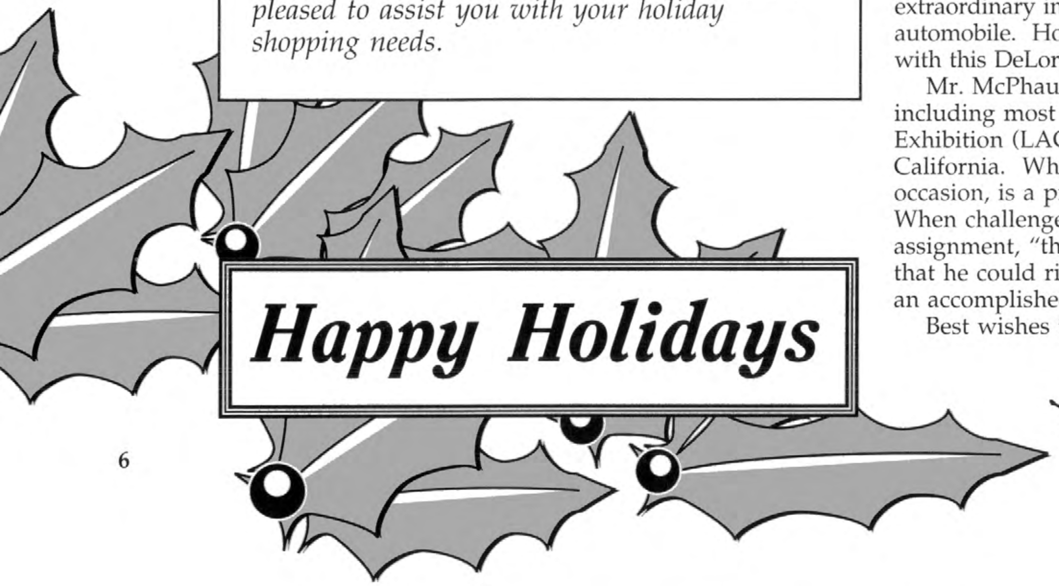
Joe LoRe' demonstrates his extensive experience with years of information compiled in his research DeLorean monitored by a sophisticated instrument panel. We can look forward to hearing more from him in the future.

The DeLorean introduction into the world of fine art: Artist Doug McPhaul honors the DeLorean Owners Association and the cover of DeLorean World with an extraordinary interpretation of the classic DeLorean automobile. Hours of painstaking concentration culminates with this DeLorean entry into fine automotive art.

Mr. McPhaul has exhibited in many art exhibitions including most recently the Los Angeles Contemporary Exhibition (LACE) and the Palos Verdes Art Center, California. While pursuing his creative interests, he, on occasion, is a professor of art in the University setting. When challenged by students to demonstrate an assignment, "the Professor" proved with intimate detail that he could rise to the challenge and prove he indeed is an accomplished artist.

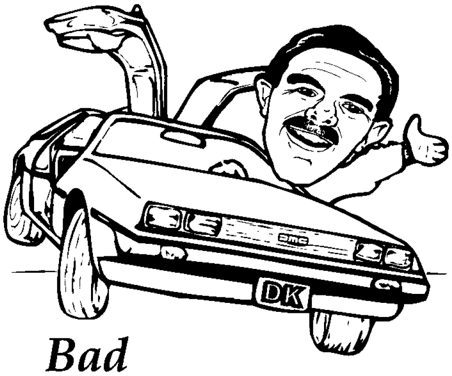
Best wishes to you all for the new year.

Kay Myhre



PRESIDENT'S MESSAGE

BY DAVID KNUDSON



Bad Publicity.

Towards the end of last year, I received a letter from member Richard Cooke. He is a law student at Loyola University. His letter included a clipping of a column from the Chicago Tribune headed "Cartalk". It was written by Jim Mateja.

In my eleven years as a DeLorean owner, I have never read so much misinformation about our marque crammed into a single source, let alone a single paragraph.

It gives you an idea of how little our cars are understood, even by self proclaimed experts.

Mateja quotes Mitchell Kruse, President of Kruse International, an automobile auction firm, "The car (DeLorean) was temperamental; it didn't handle very well, the engine didn't run very well, and it's difficult to keep a DeLorean running, so you can't drive it. It's very impractical. Then too, the gull-wing doors aren't easy to open in a garage."

I wrote a rebuttal letter to Mr. Mateja explaining Kruse's lack of knowledge, so he published excerpts from my letter but stated that he knew, like Kruse, that the DeLorean was a lousy car. He also published our address.

As it turned out, we got a bit of a last laugh because we've received many letters since that skirmish from people wanting to join the Association. I guess that old Hollywood adage, "I don't care what they print about me as long as they spell my name right," has some merit to it.

Unfortunately, the vast majority of the people who read tripe like Kruse's believe every word of it. And, of course, that affects the value of all of our cars.

Good Publicity.

Certainly not everyone has negative opinions of the DeLorean because I understand that many people are shipping DeLoreans overseas to savvy foreign collectors. So, in an effort to bolster the marque's positive image (and to get the word out to nonmember DeLorean owners) your Board of Directors recently launched a publicity campaign targeted at several of the country's leading newspapers. Almost immediately, a very positive feature length article broke in the Milwaukee Tribune, and the Kansas City Star will likely have one by the time you read this.

The Milwaukee article produced a flurry of phone calls from people wanting to find out more about the car and the Association.

Better Insurance for Your DeLorean?

Recently, a questionnaire was sent to 1500 randomly selected Association members regarding a proposed DeLorean insurance plan. The figure of 1500 was used so that the insurance company could determine the exact percentage of response. However, it meant that several hundred of you didn't receive questionnaires.

This does not mean that those of you who didn't receive a questionnaire will be slighted. Once the insurance plan is completed, all members will receive the necessary information.

The questionnaire's purpose was to gain a profile of the DeLorean as well as its owners. Everything was confidential so no names, only zip codes, were requested from recipients.

The firm that we are working with, Leland West, put together a similar group plan for the Porsche Owners Club of America and the club officers state that the plan has saved them a considerable amount of money on their individual insurance premiums.

Results of the survey are currently being tallied, so I have nothing to report to you yet. However, Holly Blumberg, from Leland West, will be at our Expo in Scottsdale where he'll answer any questions you may have.

After the profile is established, Leland West will present it to a selection of nationwide insurance carriers and, if all goes well, we may be able to provide our members with a viable plan in the not-to-distant future.

Incidentally, the insurance will ONLY BE AVAILABLE TO MEMBERS.

Store but Don't Snore.

Recently, we called several owners who allowed their membership to lapse in order to determine their reasons for dropping out. A large percentage of these people informed us that they were storing their cars for future investment so they didn't see any reason to pay the dues just to receive 4 magazines a year.

Aside from probably doing more damage to their cars than if they drove them, quitting the Association adds further short-sightedness to their thinking.

First, the magazines chronicle the marque and document valuable technical details. DeLorean Worlds will, themselves, become an investment asset.

Secondly, the "all-I-get-is-four-magazines" philosophy disregards all of the support services the Association provides all members, including helping to build the marque's value through positive publicity, as mentioned earlier.

Without the ongoing efforts of the Association, those "investments" they're sitting on could easily decline rather than increase in value. In other words, the dropouts are more than anxious to take advantage of your support. But, not so anxious to support you.

What About 1993?

Because the last two DeLorean Expos have been staged in the West and the one before that on the East Coast, we're seriously considering somewhere in the middle of the country for Expo '94. (There will be no national Expo in '93.)

The location of an event is based on many things including: accessibility, public appeal, resort availability and weather conditions.

We've discussed areas like Williamsburg, Atlanta, Chicago, Denver, St. Louis, Philadelphia, Dallas, and Minneapolis. Any suggestions or votes you may have would be appreciated. Just send them to Mary Lou Knudson, 9540 Haines Canyon, Tujunga, CA 91042.

Good Grief!

I've written five president's messages now and I've been searching for a closing that I could use on each one. You know, like "Goodnight Mrs. Kalabash, wherever you are," and, "Thanks for the memories." That sort of thing. But, I haven't come up with one yet. So....

Area Regional Chapter Calendar of Events for 1992

Past - Present - Future

BY MILLIE BERNSTEIN

If you've missed an event in your area, make sure you contact your local Area Regional Chapter Coordinator regarding upcoming activities and get on their mailing list.

AREA REGIONAL CHAPTER 23

Ohio
Guy Avellon, Coordinator
(216)866-5038

June 21	Stan Hywet Classic Auto Show, Akron
June 26-28	Vintage Grand Prix Mid Ohio, Lexington
June	Earth Angel Charity Cruise, Lancaster, Ohio
July	Put in Bay Tour
July	Roscoe Village Tour
Aug.	North Coast Winery Tour
Aug.	Shaker Square British Sports Car Show
Sept.	Peek'n Peak Niagara Tour
Sept. 11-13	Budweiser Cart 200 & Trans Am Races, Mid-Ohio, Lexington
Oct. 3-4	Fall Clinic & Southern Ohio Leaf Tour & Drive, Cincinnati

For details of each event, contact the event chairman or regional coordinator. We invite, encourage and welcome all those in bordering states and beyond to attend our events.

AREA REGIONAL CHAPTER 36

Long Island, New York
Eleanor Rogers, Coordinator
(516)491-1248

July	Pool Party
Aug. 22	Picnic at Robert Moses State Park
Sept. 5	Lime Rock, Connecticut
Oct. 24	Rallye to Hyde Park, New York Lunch & Dinner
Nov. 14	Wine and Cheese Party at Eleanor Rogers' House
Dec. 5	Holiday Party- Place to be Announced
May14-16, '93	Eastern Regional Run IV, Hershey Lodge, Hershey, Pennsylvania

AREA REGIONAL CHAPTER 12

Southern California
Ed Bernstein, Coordinator
(818)993-0967

July 4	Parade, West Covina
Oct. 24	Burton Chace Park, Marina Del Rey
Dec. 10-13	DeLorean Expo '92, Scottsdale, Arizona
May 14-16,'93	Cliffs at Shell Beach, Shell Beach, California

AREA REGIONAL CHAPTER 9

Southeast Texas
Mary Ruth White, Coordinator
(713)664-1833

June 6	Business Meeting at DeLorean One, Houston
June 27	4th of July Parade, Make Ready Work Day
July 1	Business Meeting at DeLorean One, Houston
July 4	Fourth of July Parade and Picnic at Friendswood
Aug. 5	Business Meeting at DeLorean One, Houston
Sept. 2	Business Meeting at DeLorean One, Houston
Oct. 7	Business Meeting at DeLorean One, Houston
Nov. 4	Business Meeting at DeLorean One, Houston
Dec. 2	Business Meeting at DeLorean One, Houston

AREA REGIONAL CHAPTER 2

Pennsylvania
Ronald Finelli, Coordinator
(215)789-4326

June 28	Philadelphia Vintage Grand Prix Show
July	Summer Tech/Social, Door Adjustment
Aug. 9	New Hope Auto Show, New Hope, Pennsylvania
Sept. 6	Duryea Days, Boyertown, Pennsylvania
Oct.	Fall Safety Check
Nov.	Road Rallye
Dec.	Holiday Social

AREA REGIONAL CHAPTER 38

United Kingdom and Ireland
Robert Lamrock, Coordinator
0232-3281-22

May 23-24	NEC Birmingham Car Show, Birmingham, England

AREA REGIONAL CHAPTER 3

Minnesota
Bruce Benson, Coordinator
(612)429-6912

Chapter Calendar

(CONTINUED)

AREA REGIONAL CHAPTER 5

Georgia
Tom Long, Coordinator
(404)449-1968

June 6	Covered dish lunch, Tech Sessions & DeLorean Radio Control Model Car Rallye at Byrne and Marian Heninger's, Gainesville, Georgia
July 18	Caravan Trip through North Georgia to Amicalola Falls and the new lodge at the Falls
Aug. 22	Trip to "The Lost Sea", Tennessee between Chattanooga and Knoxville
Sept.19	Day Trip to Barnesville, Georgia for their Annual Buggy Days Celebration
Oct.	Day Trip to Birmingham, Alabama to see some of the special places in this wonderful city and sample their cuisine
Nov. 14	Tech Session and covered dish dinner at Tom & Simi Long's, Alpharetta
Dec. 4	Holiday dinner dance at the Atlanta Athletic Club
Dec. 10-13	DeLorean Expo '92, Scottsdale, Arizona

AREA REGIONAL CHAPTER 22

Massachusetts, Maine, New Hampshire
Dick Stride
(802)889-3732

June 20	Annual trip to Newport, Rhode Island
Sept.	Clark's Bears in Lincoln, New Hampshire

AREA REGIONAL CHAPTER 7

Northern Illinois & Southern Wisconsin
Don Gowler, Coordinator
(708)397-0322

June 13-14	Social activity and overnighter
June 28	Lambs Farm Car Show- Libertyville, Illinois
July 18	Tech Session Union Grove, Wisconsin
Aug. 9	Social Activity, Cornfest Parade
Sept. 19	Tech Session Union Grove, Wisconsin
Oct. 4	Social activity, Rallye and Dinner

AREA REGIONAL CHAPTER 35

New York
Gary Masie, Coordinator
(201)473-2832

May14-16, '93	Eastern Regional Run IV, Hershey Lodge, Hershey, Pennsylvania

AREA REGIONAL CHAPTER 37

Utah, Wyoming, Southern Idaho, Western Colorado
Everen T. Brown, Coordinator
(801)364-2642

Intermountain chapter members get together on a bi-monthly basis. Everyone is welcome to attend. To get the latest listing of events contact chapter coordinator, Everen T. Brown, and it will be sent to you immediately.

Dec. 10-13	DeLorean Expo '92, Scottsdale, Arizona

Technical Correspondence may be directed to

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Technical Director
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Los Angeles, CA 90057

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TENNESSEE DREAM

BY TIMOTHY WARD

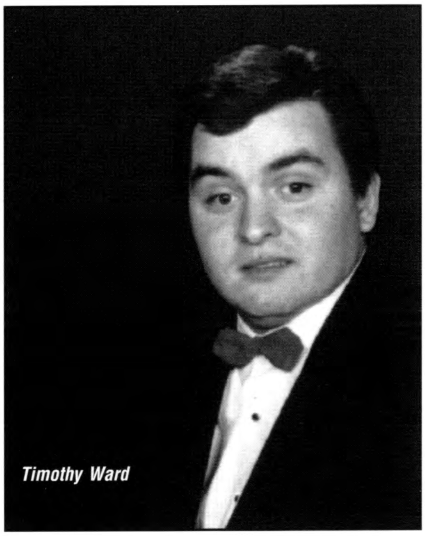
EDITOR'S NOTE:

The following is a letter to the Editor expressing a dream that is as strong in Tennessee as it is in the rest of the world.

The car itself started with a dream of John Z. DeLorean who encouraged latent automotive possibility thinkers into action in the process of acquiring something special.

I just thought I would take a few minutes of your time to thank you for creating a fantastic magazine to help settle my DeLorean craving. My name is Timothy Ward. (How do you do?) My membership number is 4108. It took me two long years to finally become a member of this fantastic organization. Wait a minute, I'm getting ahead of myself. Let me try and start from the beginning. (Please have a seat, this may take a while.)

Initially my heart got started on a DeLorean when I was a sophomore in high school. I was working part time in a parking lot and of course I knew there was a movie coming out about a time traveling DeLorean, but I had never seen one anywhere. (In Knoxville, a DeLorean was about as rare as a Lotus or Ferrari, unless you were in the Western part.) Anyway, I was a parking lot attendant in West Knoxville, (wouldn't you know it), and I was just coming back to the front of the building and then it hit me. (Not the car, but the notion of seeing one!) I practically froze when this DeLorean pulled right next to me and the driver was asking me for directions to the Interstate. I was answering his questions, you know, being mannerly, and then the guy noticed me admiring his car and then asked, "How do you like it?" I was still in shock and I asked him, "You must really like this car, don't you?" (Very dumb question.) He said, "Yes," and I proceeded to listen to him talk about how he bought it new and was keeping it up hoping to get some of his investment back. Luckily, it was a slow night because it was raining and I had time to visit.


Timothy Ward

I looked all through the car looking at the beautiful charcoal black interior and the odometer which showed 325 miles. He got back in his car and I said, "Wish I had one of those cars".

And he looked back at me and said, "Don't worry, you will!" and he drove away. Now, I don't know about you, but that acted like a switch to me and I thought to myself, "I know I will get one".

Now when you're a guy in Tennessee, the first car you think about in high school is either a beat-up old pickup or a Corvette or Camaro, something that will get you a date until she finds out what kind of guy you are and she drops you.

Not me; Tim Ward had to try and get his car before graduation. Unfortunately that never happened, not even close. But after high school and a year of college, I was ready to "be serious" and try putting it altogether. Of course, I still didn't get away from constant laughter and ridicule, but I got older and got a better job, well a better paying job, working at a nearby tourist stop, Pigeon Forge and Dollywood. I was there for my first year and saved enough money to put down on my car and make payments.

I went searching through various newspapers putting classified ads all over looking for DeLoreans. I was very frustrated and I didn't know what to do and then I made a very grave mistake. One of my Uncle's sons came driving up in a tricked out S-10 truck.

You know, one of those ground-grabbing earth-shaking decibel-destroying machines, and he tried to convince me this is what I should do with my money. I wouldn't budge until he gave me this option. He made an option that if I bought one of those trucks and tricked it up like his, people would trade a DeLorean for my truck since it's practically a new vehicle.

It wouldn't have been so bad if there hadn't been a low-rider truck convention in Pigeon Forge. Then I started

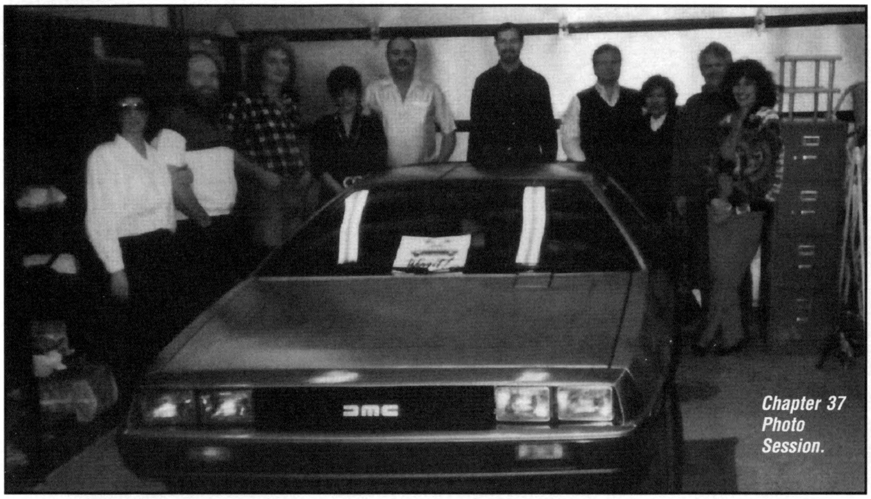
(CONTINUED ON PAGE 13)

AREA REGIONAL CHAPTER 37

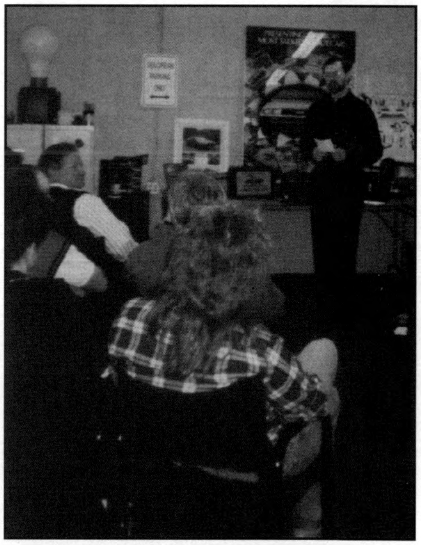
Leap Year Shennanigans!!!

Leap year Day, February 29, 1992 was a very special meeting day for Intermountain DeLorean Chapter members, beginning with dinner at a restaurant called "Shennanigans" then to Everen T. Brown's office and showroom, where he presented the group with a speech on his vast DeLorean memorabilia collection on display. He discussed how to acquire memorabilia and the great lengths he has gone to put his extensive collection together.

A lively discussion followed where members gave ideas for future meetings and events including a rallye to Jackson Hole, Wyoming. Our group is also planning to attend car shows and display our DeLoreans.



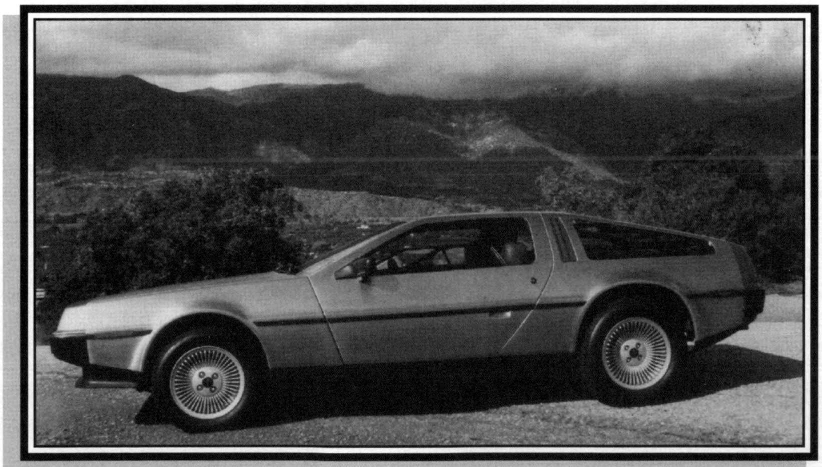
Chapter 37 Photo Session.



Everen T. Brown discussing his memorabilia collection.

AREA REGIONAL CHAPTER 12

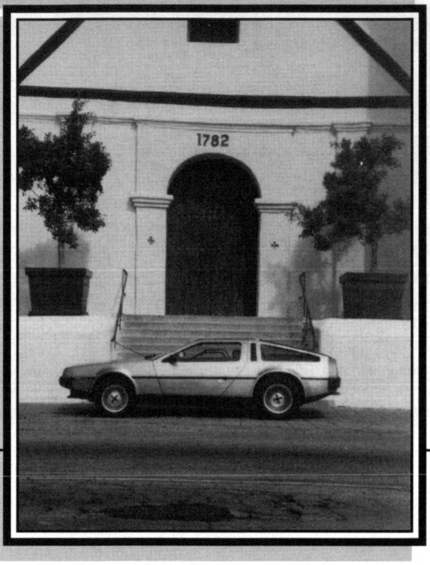
Ojai Photo Contest



FIRST PLACE:

"Clouds Hang Low Over Sweet Chariot",

David Gaura of Brea, California.



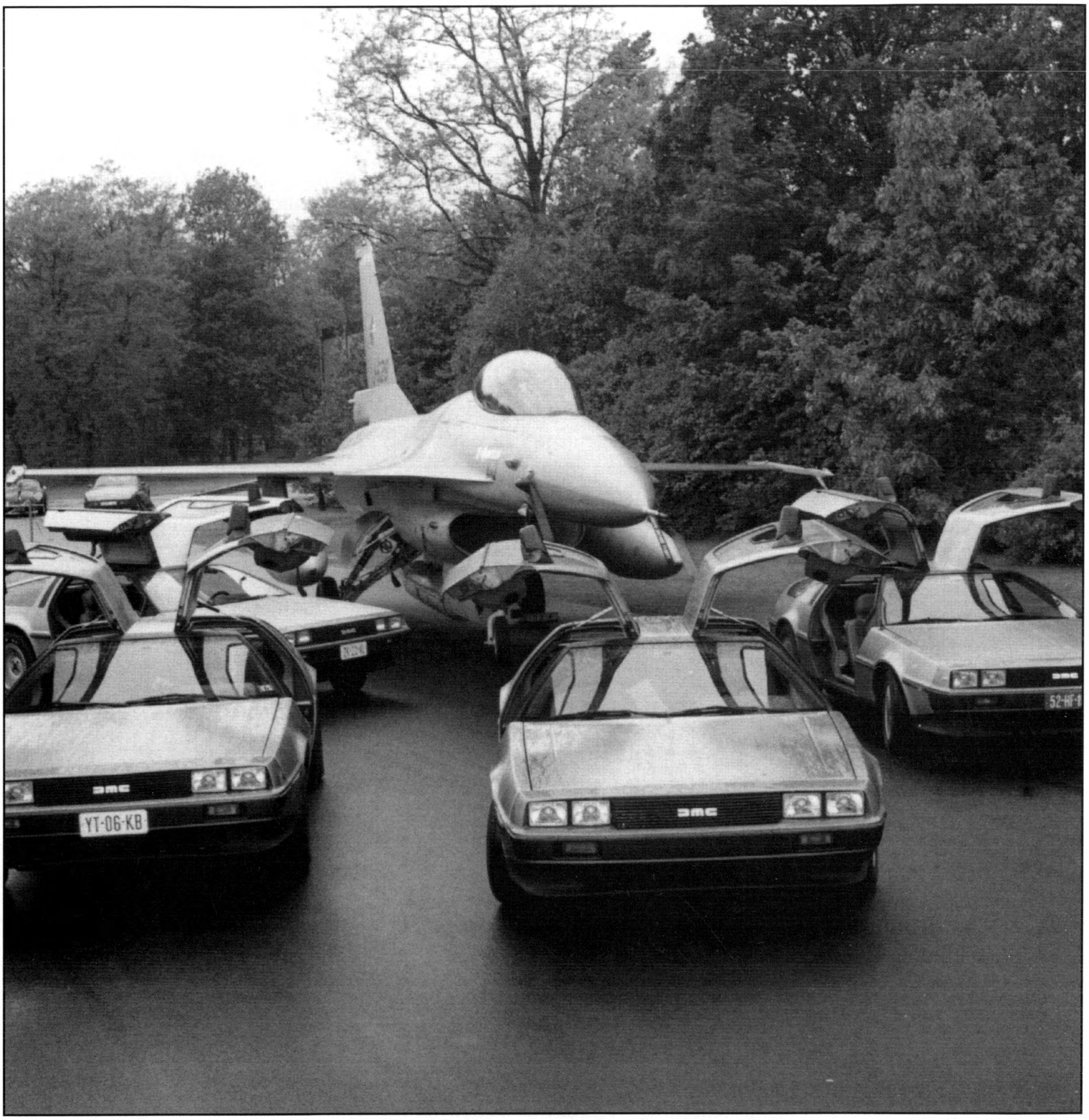
HONORABLE MENTION:

"New Tradition and Old Mission",

David Knudson at Mission Buena Vista.

DON EITLEMAN

Don Eitleman, partner in Garden Grove, California's DeLorean Motor Center, passed away August 17, 1992.



A. KON

DeLoreans in Fast Company, The Starfighter!

Military air base, Holland.

DREAM

(FROM PAGE 10)

getting these vivid photos of people offering me DeLoreans for my tricked up truck. So I convinced myself on an '88 model S10 with a four cylinder engine. What I forgot was there are very expensive things to put on the truck and I really didn't have that kind of money to do it. It probably was the worst thing I could have done, but I thought this was a chance to really achieve my dream. That's what I get for thinking. Of course, naturally I still was thinking of my car and then I met a beautiful red haired girl. Of all the people who were against me, she was behind me all the way.

Well, our relationship was fantastic. We used to sit up at night and go over lists of private owners and finally some dealers in the Northwest and near Michigan. We thought we had found some messed up DeLoreans at a dealership in Virginia, but we went there and the cars were completely burned on the inside and my friend told me it wasn't worth the effort to try and buy the car and try to pay for a full upholstery job. I was shocked to hear this coming from the woman I loved more than the car itself. This sadly was the beginning of the end for her and I, but I realized she was absolutely right. I was foolish to think I could sink $8,000 into interior work and then the dealer wanted to charge another $6,000 more for buying the car.

And now, since that time in late 1989, I have been collecting all books, pictures, Back to the Future movies, cars, and other things that keep the car and me close. Then, one day I learned about the DeLorean Owners Association and I had to start putting the money together and get my membership started. Unfortunately, I spent my money on little things and the money lost was being devastated. But I finally achieved my membership in June of 1992 and I felt I had accomplished a great deal. The year before when I was not in the organization, I was trying to go to the Tenth Anniversary at Las Vegas, and a girl I was dating boldly told me that if I went to Vegas, she probably wouldn't be here when I got back. It would be different if I was going away for six months to a year, but this was just a weekend. Anyway, I fell for it, didn't go, and we only stayed together for two months afterwards. But now, I'm a stronger person and my new girlfriend is practically pushing me toward the ticket office to make sure I go. "She is trying very hard to put the money together, but she's not doing very well. But the main thing to her, from what she tells me, is this is not going to miss my appearance in any sort of way.

Right now, I sit patiently every day hoping the break I have been looking for, someone who has a DeLorean for sale, I don't care how many miles are on it, I don't care what color it is, just as long as it is a DeLorean. I do not care if I have to give up my truck, make reasonable payments not to exceed $240 a month. Somebody who can talk to a bank or the loan company can pass a loan for me with enough money to purchase my car. Bottom line is, the banks and loan officers laugh at me every time I enter the building. (Well, not really, but it seems like it.)

> **"As soon as I turned a corner and hit the open road, my fascination was more than I could ever imagine."**

I practically thought I had a chance on August 14th of this year when an ad in the town paper had a DeLorean for sale and this car had been traded for a Corvette. When I went there, the dealer had practically no experience or knowledge of the DeLorean Motor Car. As one of the co-owners of DeLorean One once said, (Stephen Wynne), "a lot of dealers don't really know the DeLorean market" and believe me, this guy didn't have a clue.

All the knowledge he had was various garage receipts where the previous owner had it stored. Bottom line, this guy only bought and sold Corvettes and did not want to try and sell or let this thing lay around and get no looks. (Remember, this is Knoxville.) I will also remember this man because he is the first person to ever let me drive a DeLorean. In all my practically eight years of DeLorean trails, I had not even been able to start up a DeLorean, much less drive one.

As soon as I turned a corner and hit the open road, my fascination was more than I could ever imagine. After I brought the car back to the lot, I told him I would return later in the afternoon to sign all the papers to get through all the red tape and legal stuff. I had worked a graveyard shift on my job the night before, and he knew I couldn't stay awake long enough to think straight. So I went home, with the dealer's card in my hand and his signature on the back with the agreement that he would be willing to give me $3,000 for my truck. Nobody had ever given me that much for my truck. I told my grandparents to make sure they woke me up around 4:00 PM so I could go down there and start the paperwork. I woke up myself and looked for a clock that said 8:20 PM. The dealer closed at 6:30 PM. While I was sleeping, my niece had come for a visit, and they just simply forgot.

I then proceeded to call Mr. Coleman to apologize for not showing up and that I would be by Saturday to do the papers. I wish now, I had never tried to call him. He told me since I didn't show up, he received an offer for a Corvette Stingray trade for the car and was gone by 6:15 PM. My heart just sank through my chest to my stomach. I found out later, he had called and told my brother-in-law that he had sold the car. He didn't wake me up.

Mass communication, or the lack of it, was the reason I fell away from this one.

It didn't discourage me but it did hurt for a while. So, I have to sit getting my hopes up, trying to wait until several months pass so I can meet many people at DeLorean Expo '92 and tell people how fortunate they are to own such a great automobile. I would not mind if you would like to respond to this letter or try to give me some ideas, people to talk to. I would take the pink panther pink DeLorean that the man from Saudi Arabia owns, if he still has it.

Once again, keep up the good work on the magazine.

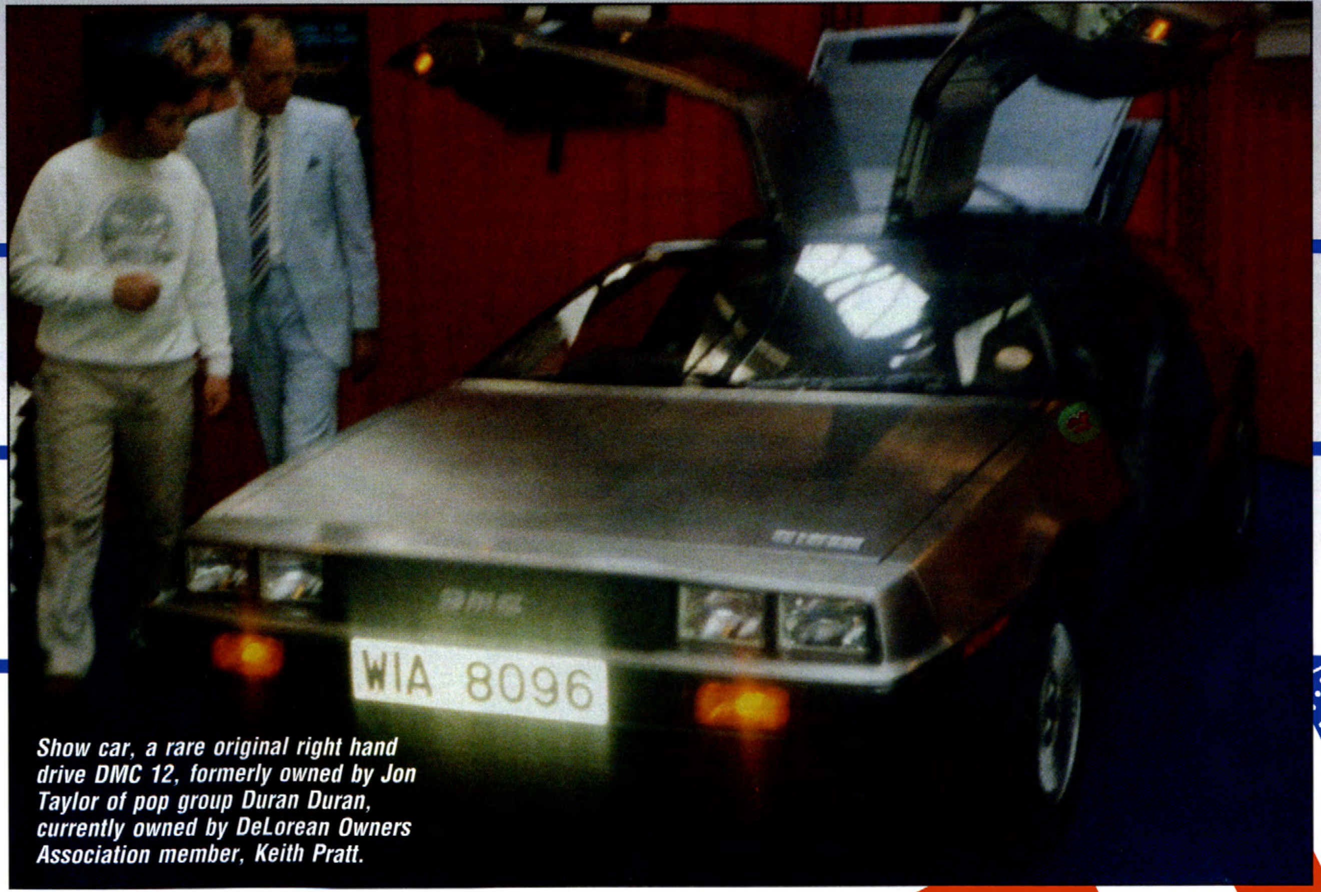
THE DELOREAN Among Cars of State

BY ROBERT LAMROCK, CHAPTER 38 COORDINATOR

"...the 3rd Classic and Sportscar International at the National Exhibition Center in Birmingham, England..."

From royal runabouts to military machines, from dictator's droshkies to lavish limousines - the 3rd Classic & Sportscars International at the National Exhibition Centre in Birmingham, England had them all! This three day event is Britain's largest and most important Classic Car Show with one hundred top car clubs, a large indoor and outdoor autojumble,

(CONTINUED ON PAGE 16)


Show car, a rare original right hand drive DMC 12, formerly owned by Jon Taylor of pop group Duran Duran, currently owned by DeLorean Owners Association member, Keith Pratt.

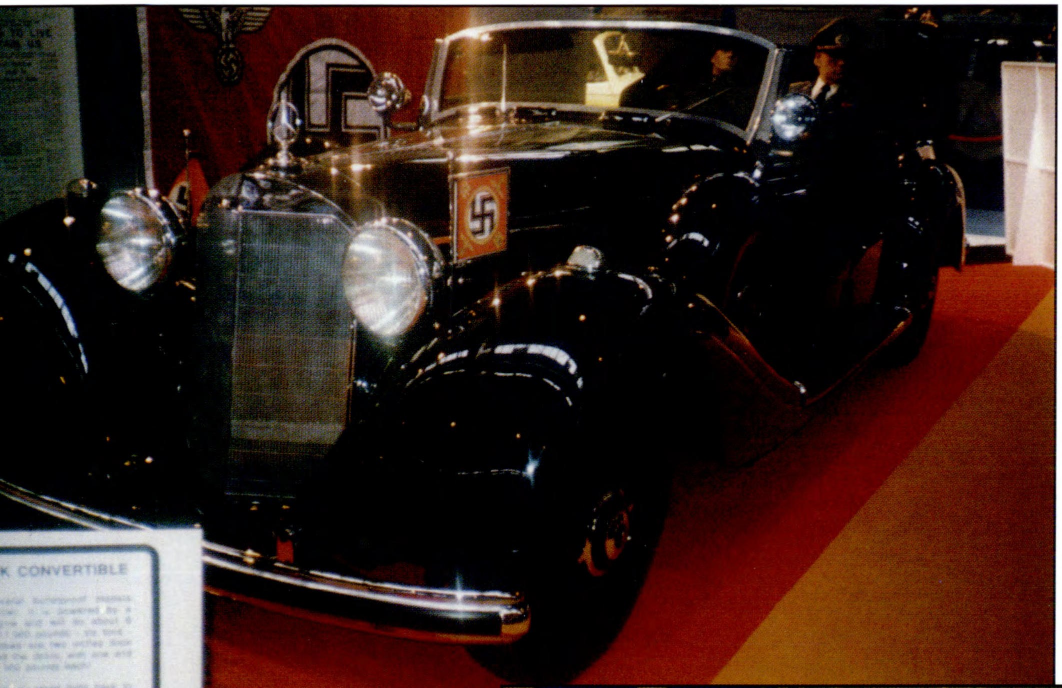
Cars of State

(FROM PAGE 15)

a vast array of classic car dealers and trade stands, a central presentation stage featuring live events, celebrities and much, much more...

Normally there is a one year waiting list to get a club stand at the show and having expressed our interest in exhibiting next year, as luck would have it, the organizers rang to ask if the DeLorean Owners Association would like to fill a last minute cancellation by another car club. "Fabulous news!", screamed Association member Keith Pratt from Taunton, Somerset, who is the most enthusiastic supporter of the car I've ever come across. Keith owned four DeLoreans at one stage, but his pride and joy now is a rare original right hand drive DMC 12 with 1,800 miles that formerly belonged to Jon Taylor of pop group Duran Duran. This certainly was the car for the show, but what of the construction of the stand?

Dave Howarth of Manchester likewise has a passionate affair with his gullwing; it has never been registered and yet he spends L40 a year on petrol just keeping the engine ticking over! Dave really was the linchpin to the entire success of our stand - he runs an exhibition and displays business and is an expert in these matters. Dave designed and constructed the stand using a combination of stylish Italian



Adolph Hitler's 1939 Mercedes Benz. (above).

The Maharajah of Rewa's 45hp silver-plated Daimler flown in from the Blackhawk Collection in America.

Design modules, called Zero, and some fine drapes.

The Ulster Folk and Transport Museum very kindly lent us an original factory car underbody which had a cross section cut from nose to tail. One half as the GRP mold would have come out of the final curing, and the other half as finished with carpets, leather etc., and fasteners ready for the stainless steel panels. This particular module hadn't seen the light of day for some years and Dave Howarth, together with his family, brought this unique artifact back to life. It certainly was a talking point on the stand - everyone assumed the DMC is a stainless steel car through and through and this illustrated just how the car was made.

(CONTINUED ON PAGE 18)

AUTOCHROME
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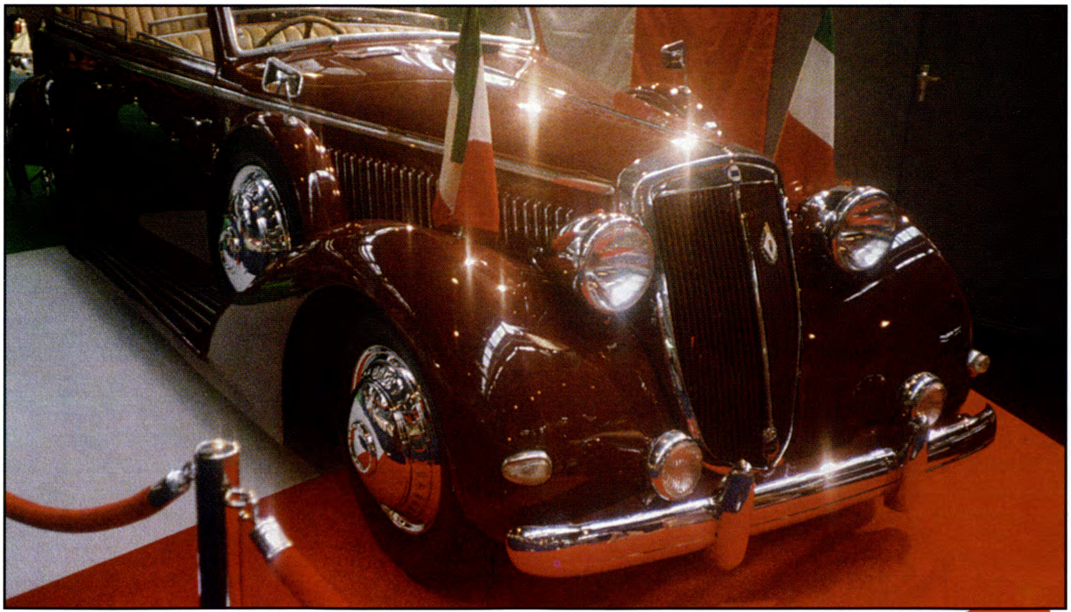
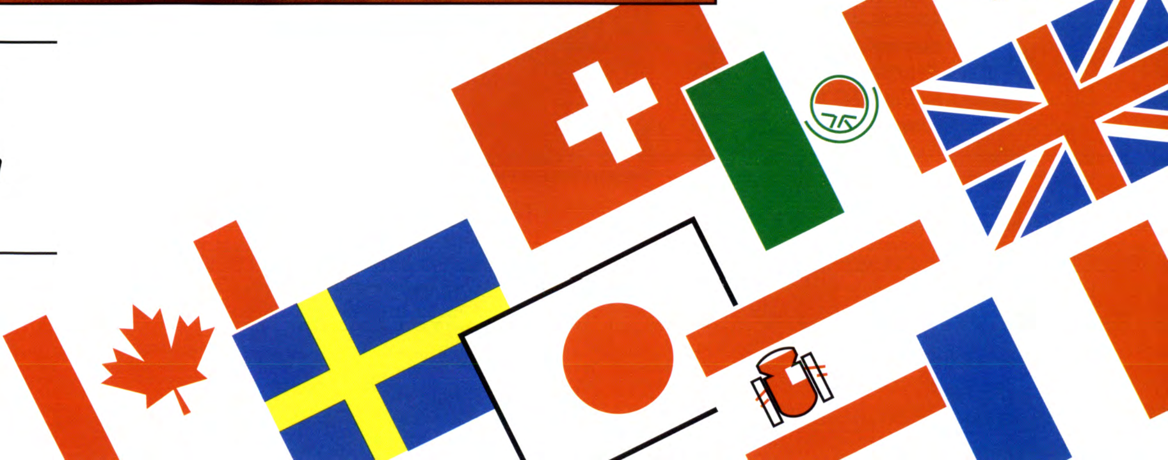


Eva Peron's Packard Super Eight Phaeton (above).

Mussolini's Lancia.

> ***"...we gleaned an insight into the engineering raison d'Itre."***



CARS OF STATE

(FROM PAGE 17)

> **"Mike Loasby, who was Director of Product Engineering at the DeLorean Motor Company in Dunmurry, and has a distinguished career in the automotive industry, was invited to visit the DeLorean Owners Association stand at the show.**

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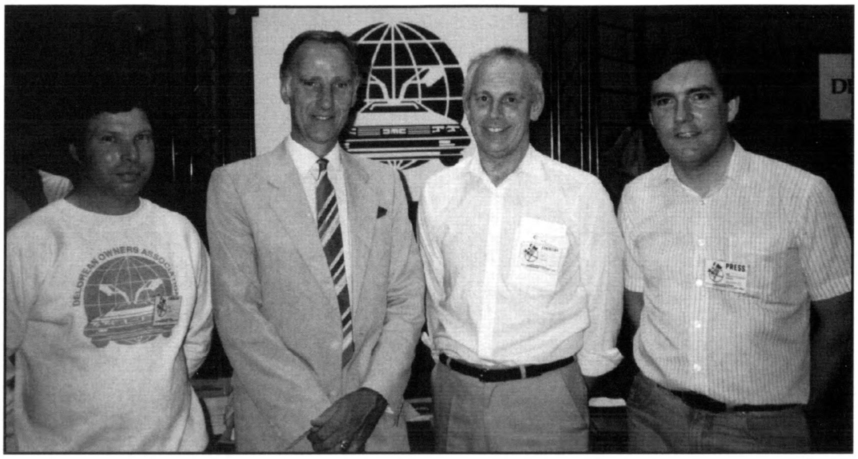
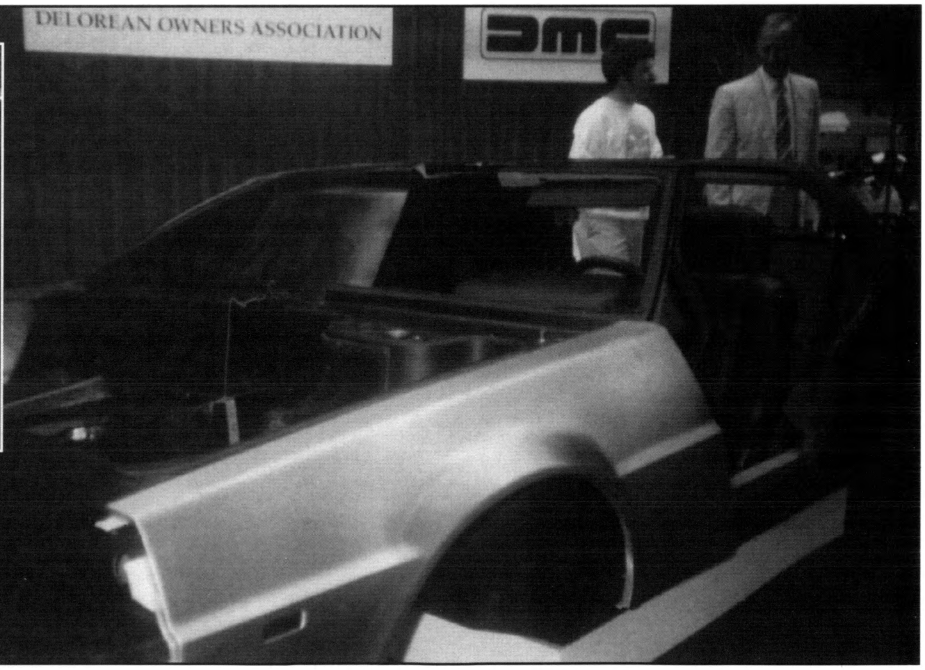
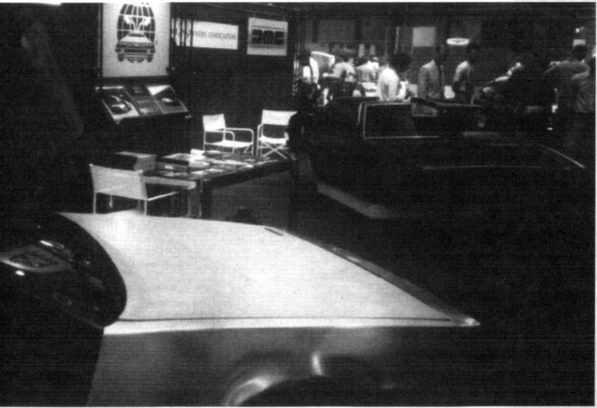


(Left to right), Keith Pratt, owner of pristine display DeLorean; Mike Loasby, former Director of Product Engineering at DMCL; Dave Howarth, DeLorean display designer; and Robert Lamrock, Director/Producer for Ulster Television.

An original factory car underbody with a cross section cut from nose to tail, on loan from the Ulster Folk and Transport Museum.





DeLorean Owners Association Chapter 38 display at the Classic & Sportscars International at the NEC in Birmingham, England.

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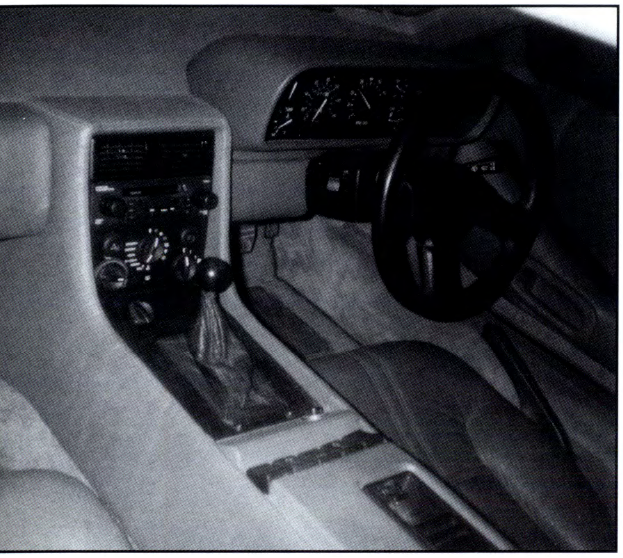
CARS OF STATE

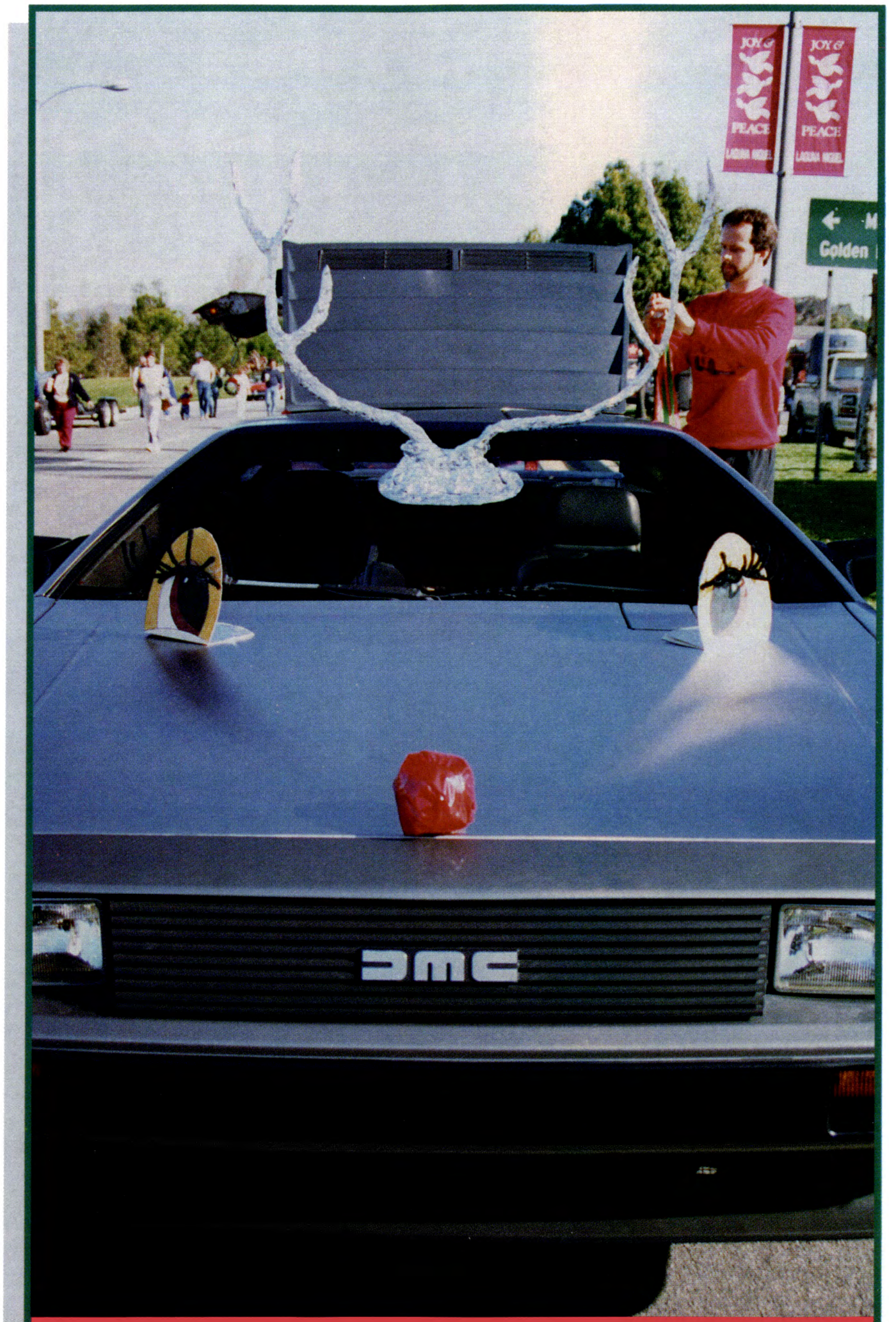
(FROM PAGE 18)



Original right hand drive DMC 12.

Mike Loasby, who was Director of Product Engineering at the DeLorean Motor Company in Dunmurry, and has a distinguished career in the automotive industry, was invited to visit the DeLorean Owners Association stand at the show. Considerable time was spent reminiscing about old times and we gleaned an insight into the engineering raison d'Ítre. (Details to follow in subsequent articles.)

This had been a hectic three days, 50,000 visitors, and a tremendous start for the European Chapter's first foray into the big publicity machine. Certainly it was hard work but lots of fun and we've picked up some new members along the way. The legend lives on...



DON SIGLER

Rudolph's replacement,

designed by Robert Warren
San Clemente, California.

HOPELESSLY DEVOTED TO DELOREANS

BY PAUL DEAN

Reprint from Los Angeles Times, View Section, September 17, 1992.

John DeLorean didn't go to jail, millions in government and personal loans were never recovered, and the talk show coke jokes have died. But what happened to the 8,000 stainless steel sports cars that DeLorean produced?

Unlike their builder, they remain highly visible and remarkably popular.

A used well-running, 1981 DeLorean sells for $26,000, which is what they cost new. Pampered show cars are worth $40,000, and auto collectors predict that the gullwinged marque will top $100,000 in 10 or 15 years.

There are more than 2,000 members of the Tujunga-based DeLorean Owners Association, representing at least that many cars driven in a half-dozen countries. The group has helped create more than 200 service facilities for greasing and fixing DeLoreans in the United States and Canada.

Owners say their DeLoreans continue to motor as regularly as the heartbeat of America.

"I bought mine 11 years ago and it has 100,000 miles on it," says Dave Knudson who traded a Mercedes 450SL for his DeLorean and who serves as president of the owners' association. "There haven't been any major problems with the car, just typical work on tuneups, brake replacement and transmission adjustments.

"It has been a fabulous car."

That sentiment certainly would find favor with one member of the association: John DeLorean.

"He has contributed very little to the association," Knudson notes. "But he has paid annual dues of $45 for the past five years."

EXPERT PREDICTS

BRIGHT, PROFITABLE FUTURE FOR OLD CARS

BY JOHN LYNKER, SCRIPPS HOWARD NEWS SERVICE

Reprint from The San Diego Union-Tribune, August 1, 1992.

If you want to draw a crowd, just roll out an old car.

Not junk, but one of hundreds, perhaps thousands, of carefully preserved motor vehicles from the past.

Interest in antique and classic cars has never been greater. For those who have been toying with the idea of buying and keeping a vintage automobile, the time is ripe.

And old cars don't necessarily have to mean ancient cars such as the Model T.

The DeLorean, a limited production sports car, and the Buick Reatta convertible, for example, are two recent machines that can be purchased at or near their original cost. These cars offer reliable transportation and over the years, if kept in top condition, will appreciate in value.

Even the lowly Yugo can be expected to grow in value. While Yugos are not glamorous, they do conform to all U.S. safety and pollution standards.

Whether it's old or newer cars, David Brownell, editor of *Hemmings Motor News*, is convinced now is an excellent time to plunge into car collection. Brownell has compiled a list of cars he feels are not only fun to own, but excellent candidates for appreciation.

The 1958 to 1961 Austin-Healy Sprite, affectionately called the "bug-eye" for its headlights, can be purchased in good condition for less than $6,000. The "bugeye" is easy to maintain, a "blast" to drive, offers good fuel economy and should grow in value 10 percent each year.

More expensive, and considered good buys, are the 1950-1954 Jaguar

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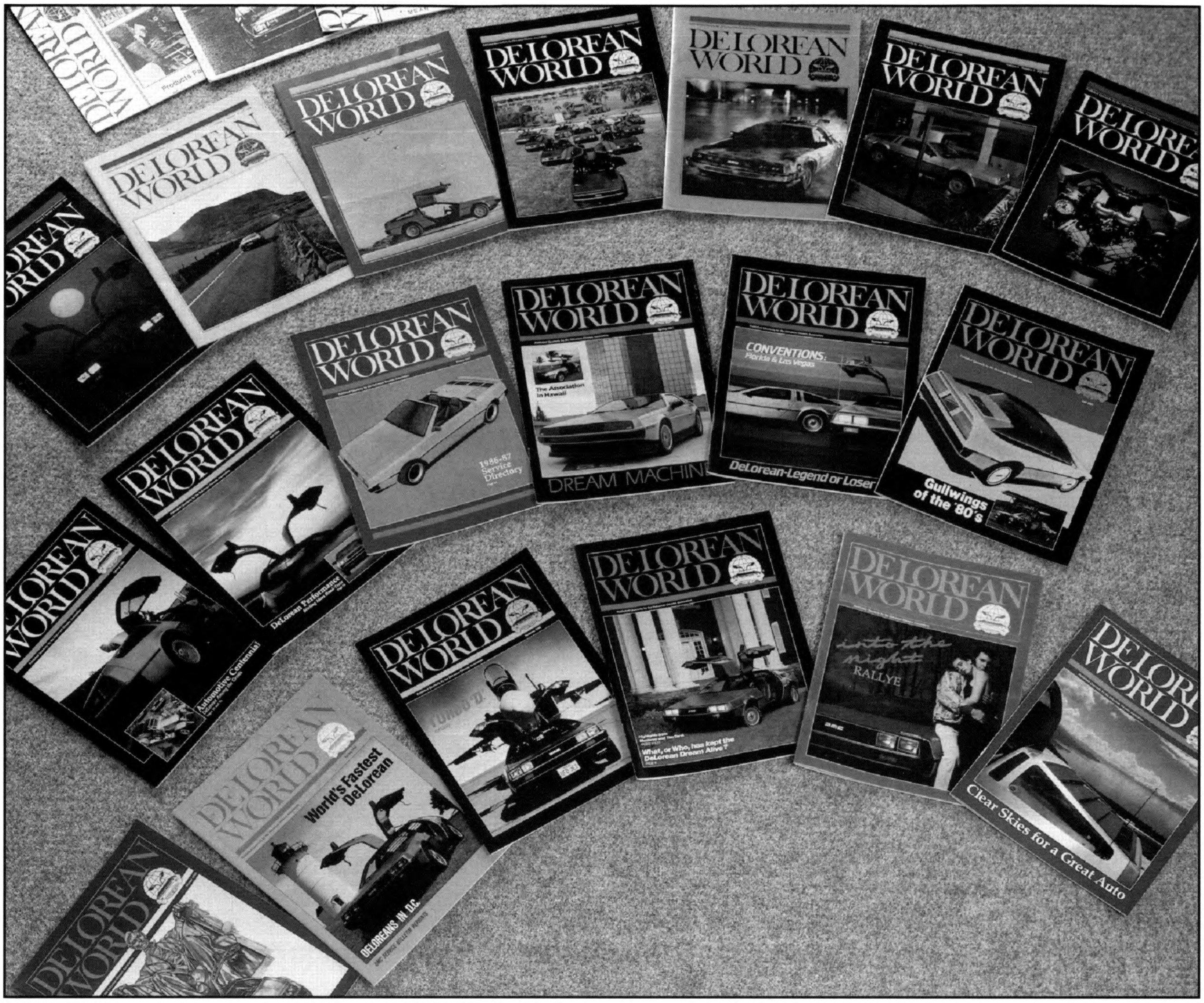
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CONVENTIONS: Florida & Las Vegas
DeLorean-Legend or Loser
DREAM MACHINE
The Association in Hawaii
1986-87 Service Directory
Gullwings of the '80's
DeLorean Performance
Automotive Centennial
World's Fastest DeLorean
DeLOREANS IN D.C.
What, or Who, has kept the DeLorean Dream Alive?
into the night RALLYE
Clear Skies for a Great Auto

Here's A Great Chance To Catch Up!

You're reading the 33rd issue of DeLorean World. Wouldn't it be nice to have some or all of the back issues? They'll help you solve problems like: overheating, weather stripping, tail lights, glove compartment door, fuel injection, window mechanisms, radio, steering, lowering, fuel pump, axles, fans, doors, inertia switch, mufflers, mode switch, mirrors, fuel gauge, relays, cooling system, lamps, ignition, distributor, stalling, suspension, battery and many others. The issues chronicle events of the car as well as the Association.

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OLD CARS

(FROM PAGE 21)

XK-120 roadsters and the 1961-1975 XK-E. The 1968-1969 Plymouth Road Runners can be found for less than $10,000.

Other "bargains," according to Brownell, include the 1968-1970 AMX coupes, 1958 to 1960 Thunderbirds and 1959-1960 Chevrolet Impalas (the V-8 is the best). The 1969-1975 Triumph TR-6 can be found in good condition for less than $5,000 and in mint codition for less than $10,000.

He also suggests not to overlook the 1928-1931 Model A Fords. These antiques are less expensive to restore and can be maintained with a screw driver and a pair of pliers.

Brownell is no newcomer to the old car arena. As a teen-ager, he was captivated by a 1911 Buick and has continued his love affair ever since. As Editor of the trade publication for 14 years, he has daily exposure to thousands of vintage cars.

The monthly paper consists of more than 800 pages of ads for everything from complete cars to pieces and parts.

Brownell's main job is to verify that each ad contains accurate information. Even owners don't always know as much about their cars as they should. Brownell also is the man behind another publication, "Special Interest Autos," which is a magazine with text about vehicles of the past.

Brownell is one of the fortunate few who has turned a hobby into gainful employment. He also is a car collector who travels the countryside in a 1924 Bentley three-liter, in addition to a 1922 Mercer Raceabout and two vintage Morgan roadsters.

PENNSYLVANIA
TEEN-MD
KEYSTONE STATE

PAT LARUFFA

Adolescent medical care is delivered in a DeLorean tagged "TEEN MD". This striking photogragh was taken at Loveladies, Long Beach Island, New Jersey, by Dr. Pat LaRuffa, a specialist in adolescent medicine. DeLorean gullwings are superimposed on this architectural background (Dr. LaRuffa's summer home) creating a complimentary angular design in a picturesque setting.

ENTERING THE WORLD OF FINE ART

BY KJELL MYHRE

If you had an opportunity to browse around in the art world, you may have found names like Picasso, Renoir, Matisse, McPhaul... The renditions of these artists may be difficult to find and even more difficult to acquire because they are in limited numbers. McPhaul would be a good choice among rare finds.

McPhaul has developed a style of his own in various media, his preference being water color. He feels "watercolor is an honest media. If the artist makes a mark, it is his mark; it is not created by technique such as in lithographs."

In perusing his collection at his private gallery, otherwise euphemistically referred to as his home, he has developed a recognizable style as have prior mentioned artists with their work exhibited in the Louvre, the Hermitage, the J. Paul Getty Museum and the Los Angeles County Museum of Contemporary Art.

Cars have infrequently been rendered in art, possibly because they were not around a couple hundred years ago. Modern technology has changed everyone's environment. New technology artistry will, in time, represent man and his machines, because the machine has definitely become a part of man's environment.

A recent version of man's need for transportation is depicted in modern art form in the movie, "Ben Hur," with the same theme being repeated at yearly traditional events such as the Indianapolis 500 races and similar automotive events.

Times will continue to change and we can only speculate what will be the prevailing motor transportation in the year 3,000 or 4... And

AUTOMOTIVE FINE ART APPRECIATION

BY KAY MYHRE

In the publication "Automotive Art", Vol. 1, 1991 issue, the following are suggestions from the article, "What to look for in Automotive Fine Art" by Automotive Fine Art Society (AFAS) experts.

"Look for works that capture the essence of the automobile."

"The most successful automotive fine art illustrates an emotional dimension."

"The work can incorporate a sense of motion, power, excitement and history, or reflect a quiet beauty and serenity."

"Look for an artistic representation of a car you would like to own."

"Automotive fine art has a history nearly a century long."

"Ascertain just how well an artist has rendered the spirit of a particular car."

"Having an emotional attachment enhances the enjoyment of ownership and adds value beyond just a simple market price," says Ken Eberts, President and founding member of AFAS.

Profile: Douglas C. McPhaul

Born in Yuma, Arizona in 1941. Graduated from High School in Wurtzburg, Germany in 1960. Attended University of Arizona, UCLA, Otis Art Institute, Dominguez Hills University, and Long Beach State University.

"The strong influences on me as an artist include Ernest Rosenthal at Dominguez Hills, who has unassailable standards and I hope that some of Ernie's professionalism has rubbed off on me. Gordon Nunes at UCLA taught me to pay strict attention to detail in drawing and painting the we can only speculate how the legacy of the automobile will be represented a thousand years from today.

This issue's DeLorean World cover seems appropriate for the current time in prevailing art form. Granted that art is very subjective, and sometimes controversial, the unusual facets and angles of the DeLorean appear to be artistically rendered; very recognizable to DeLorean owners. The DeLorean is introduced into fine automotive art form.

Overheard at the unveiling of the DeLorean rendition on the cover:

"Emphasizes the angular design."

"Showing the universality of color, stainless steel, a reflection of all colors."

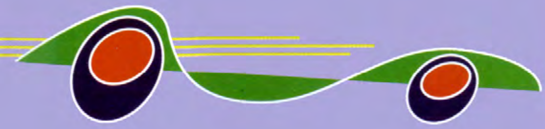
"Universal, pulls together and encompasses the interest of many tastes."

"An automobile that reflects all colors with highlight emphasis."

"Impressive."

"I see the rainbow of colors. We are all part of one another's hue."

"Douglas has a reputation as an artist's artist with exceptional ability in balance; a keen eye for balance."



human form and he made me appreciate the manipulation of volume by Rubens, the surface development of Durer, and the incredible control of light to dark values of Caravaggio.

"A good deal of the imagery which finds itself in my work today comes from the Indian lands of Northern Arizona, and from the objects of war and ceremony created by American Indians."

(CONTINUED ON PAGE 33)

Comments from the artist of this issue's cover rendition:

BY DOUG MCPHAUL

How long have I been interested in automobiles? As long as I can remember, I have loved cars. I have never been uninterested in automobiles. When I was a little kid, I used to go to the local hot rod shop and clean carburetors so the owners would take me to the drag races. My Dad told me when I was still a small child I could identify most cars on the road.

Sports cars I have personally owned are the Lotus Cortina, the bugeye Sprite, and the TR-3. In the '60's, I raced in SCCA and Orange County slaloms with my bugeye Sprite. Also in the '60's, for fun I drew illustrations, gnarly VW's, for a friend of mine for Humbug magazine.

The most outstanding dream car has to be the 375 Daytona Ferrari, the last of the great front engine cars. The 1964 Ferrari Testarossa is easily the most beautiful car of all times.

And there is nothing to dislike about a Corvette. And I absolutely love the German people and their automotive expertise. They are incredibly efficient with a high degree of predictability. I graduated from high school in Wurtzburg, Germany. British cars are quite an interesting study also.

The two best designers of all times are Giorgetto Giugiaro (who designed the DeLorean) and Pinin Farina. Farina only designed for the very rich, so I have to say Giugiaro is the most important designer. The reason I single him out? Well, his designs are so wide-ranged, not only for the rich, but also for the common man. That's a nice touch of his. He designed the Alpha GTV, several Masseratis, and he designed the VW Rabbit and even the Hyundai.

Guigiaro gave life to cars that were space efficient, handsome, and efficient. It is possible to do that; you just have to be a bit clever. It is a rare talent. It is similar to an architect who can design a multidwelling apartment and make it look nice. It takes better than the average architect to accomplish this. Giugiaro signed so many wonderful, beautiful cars. His impact is so wide-ranged.

The original Isuzu Impulse was one of his designs, then the Japanese turned it into a rolling pagoda by typically adding too much chrome, geegaws, and false vents to jazz it up. They have an implacable impulse to destroy perfectly clean and elegant designs. Japanese cars may be efficient, but they have absolutely no character.

The DeLorean possesses an unusual degree of character. My wife, Shirley, appreciates style, refinement, and art and she absolutely loves the DeLorean. I selected the medium of watercolors to illustrate the rainbow of colors reflective in this perspective.

You know, just to change the subject a moment, a very interesting situation is planned for next year. Nigel Mansell of Portugal is coming to the United States to race for Newman/Hoss (Paul Newman and Karl Hoss) at Indy. And Michael Andretti will be going to Europe to race Formula I! I believe this is an unprecedented event.

Scott Ikeda

"I'll be shipping these two DeLoreans to Japan shortly."

Scott Ikeda is a liaison for a Japanese computer firm. Scott resides in San Diego, California and his hobbies include hunting, snow boarding and tennis.

"Scott, why do you own two DeLoreans?"

"I really like the car because it is an original. I enjoy driving it and there's nothing else like it. In fact, the DeLoreans are the only cars I've ever owned that I'll just get in and go for a drive.

"I intend to ship both of the cars overseas and then drive them while I'm in Japan.

"A lot of people over there have become very interested in DeLoreans since the 'Back to the Future' movies. So, I will display them at car shows and, if possible, start a new DeLorean Owners Association chapter in Japan."

"Is driving any different in Japan?"

"Well, in Tokyo there are many more traffic lights and it is very, very congested.

"If you had a manual transmission, your left leg would look like Arnold Schwarzenegger's."

"Would you say the DeLorean has interested any serious collectors overseas?"

"Definitely, because it's a one-of-a-kind and I don't mean just the stainless steel. It draws a lot of attention so it will be on the list of most people who collect cars over there."

"What work did you have done on your DeLoreans?"

"I'd been reading the stories in DeLorean World about various problems that could come up. So I asked DeLorean One to go through the cars and fix everything that wasn't normal as well as the areas where problems might arise in the future.

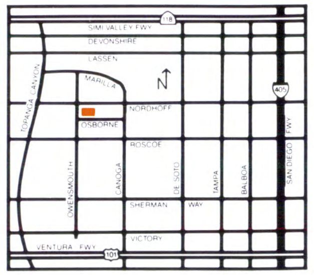
"Since DeLorean One did the work, they're almost totally different cars."

"Why did you choose DeLorean One to do the work?"

"To begin with, I asked several people in the Association and they recommended DeLorean One very highly.

"I've owned both of the cars two years now and the work DeLorean One has done has been excellent.

"I never have taken the cars anywhere else. I wouldn't trust anyone else to work on them."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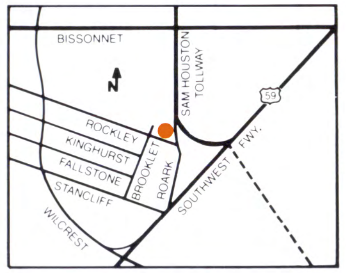
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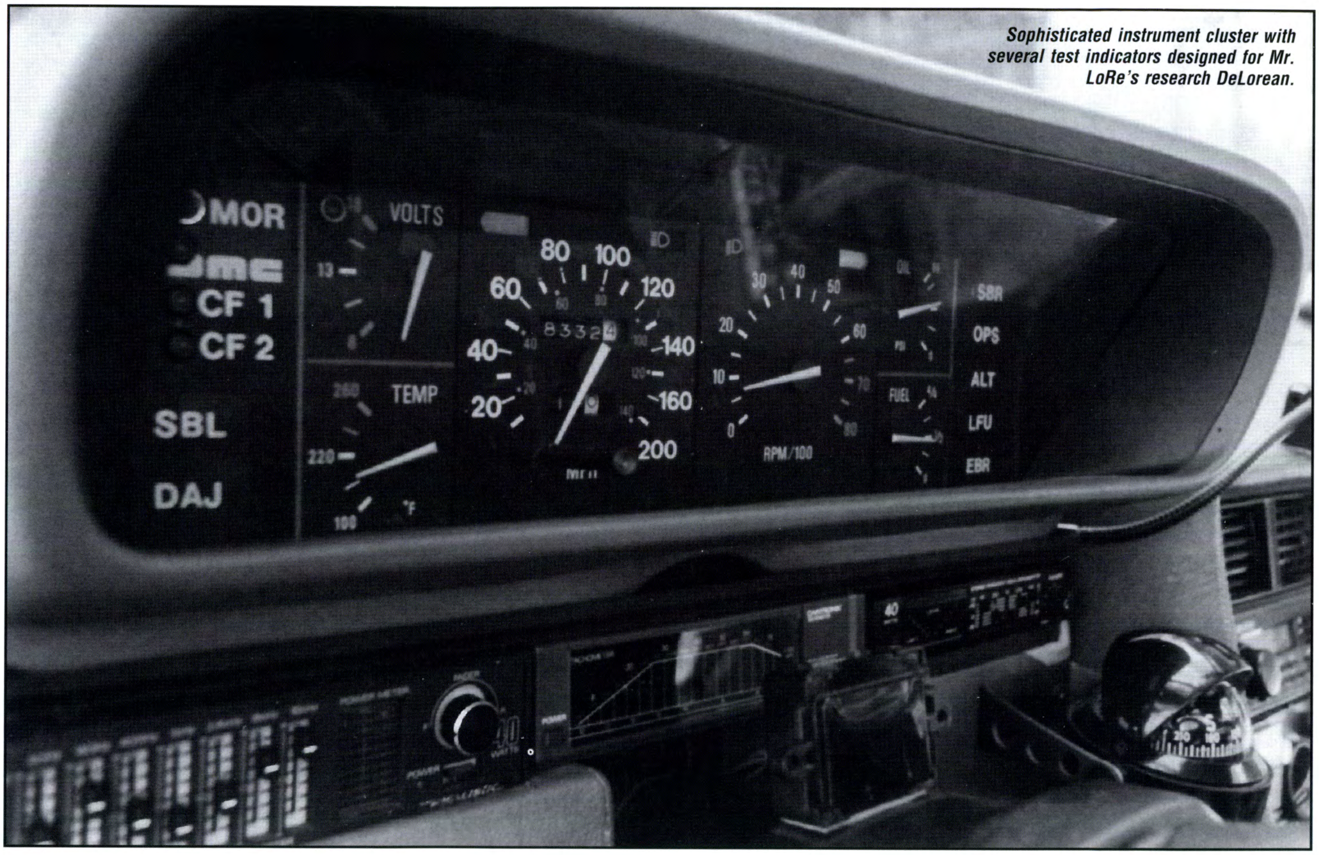
DELOREAN ONE

160,000 MILES AND STILL GOING

BY JOE LO RÉ, TECHNICAL DIRECTOR, CHAPTER 5



Sophisticated instrument cluster with several test indicators designed for Mr. LoRe's research DeLorean.

I wrote an article for DeLorean World a couple years ago (Volume 6, Expo 1989 Issue) discussing the components which had the highest incidence of failure. Most of you were not surprised by this list because many of those parts had already failed on your DeLorean. In this article, I will discuss components which commonly fail on most cars but rarely fail on the DeLorean. And I will pass on some technical tips.

While servicing over three hundred DeLoreans over the past eight years, I have been conducting research on DeLorean mechanical, electrical, and component failure and providing consulting services to DeLorean owners all over the United States. Living with two DeLoreans has given me the opportunity to do in-depth research.

> ***"My high mileage DeLorean is a research vehicle."***

The high mileage DeLorean, my research vehicle, is used every day for all personal transportation needs and has been driven over 160,000 miles. This car has been intentionally deprived of any preventative maintenance, with the exception of oil changes, in order to determine when and how parts will fail. Here are some results of this research.

The PRV-6 engine in the DeLorean is quality control at its best. With the exception of cars that have overheated, I have no record or reports of any component within a PRV ever failing.

A component which commonly fails in other cars is the starter. Although several parts manufactured in France for the DeLorean have high failure rates (like alternators and horns), the Paris-Rhone starter is built with military quality and has a 0 failure rate. At this point I would like to mention that many service organizations misdiagnose problems. A defective relay or solenoid may prompt a replacement of the entire starter.

Shock absorbers, built for the DeLorean by Girling, rarely go bad. Driving my 160K mile DeLorean over a double set of railroad tracks results in the same level solid rebound as a client's DeLorean with just 5,000 miles. Failure rate on shocks is less than 5%.

The original Bosch fuel pump had a poorly designed check valve which created a "no hot-start problem". The replacements, which became available before the DeLorean went out of production, just do not fail. There was a 0% failure rate on this item.

Bosch also did a fine job on the ignition coil. Failure of a coil on most cars is common but not so on the DeLorean. Once again, I record 0%.

CV joints on many cars commonly fail because of loss of lubricant due to torn or cracked rubber boots. Steering rod boots on the DeLorean have an average failure rate, but the CV boots seem to be indestructible. I have only seen one fail and that was due to a missing strap.

Whenever a friend tells you his car is going in for a muffler replacement, you can laugh it off. The DeLorean muffler is stainless steel and never needs to be replaced. Your muffler may look rusted, but this is just discoloration from heat.

Now let me leave you with some suggestions on how to keep maintenance costs to a minimum while making your car more reliable.

Do not mill the brake discs unless they are warped or gouged. Brake pads will wear to conform to wear patterns on the rotor and in most cases will operate just fine. Remember brake discs can only be milled a couple times. When thickness is below 11.7mm, they must be replaced.

Best buy for tires at this time is the BF Goodrich T/A Comp. The standard T/A is inferior, so be sure to specify the "Comp". Do not forget that the tires for the DeLorean racing type suspension must be balanced on the car, not by computer.

There are two areas on the cooling system which can cause holes to be worn in aluminum water pieces which could cause you to be stranded. Remove the LF wheel and inspect the aluminum water pipe where it passes the steering column. Insure that there is sufficient clearance so as the steering wheel is turned, there is no contact made with the water pipe. (Refer to DeLorean World, Spring, 1987, Vol. 4, No. 4, page 26, "Coolant Loss"). Now go back to the engine compartment and check the aluminum water pipe that leads from the reservoir tank toward the front of the car. See if the ribbed flexible pipe that runs along the right side of the air filter box is making contact with the water pipe. Engine vibration causes the ribbed pipe to act like a file and wear a hole in the water pipe. To prevent this problem, simply slit a piece of rubber hose three to four inches long length-wise and place it around the water pipe in the area of contact and secure it with a hose clamp at each end.

And now, last but not least, safety. Ball joint, suspension bolts, inertia switch, and throttle spool safety recall modifications have been performed on most cars, but I have noticed one important modification has slipped through the cracks. Safety Campaign #RA-0001, #RA-0002, and Safety Bulletin SC-01-11/81, SC-02-11/81, SC-03-11/81, and SC-03-1/82 all refer to this item.

The stabilizer bar, the bar that runs underneath the radiator cooling fans and ends at each front wheel link, is attached with four bolts directly into the "impact extension" or "crush tubes". This is actually part of the epoxy coated chassis, but is a separate section which is welded to the main chassis just ahead of the front suspension. This section supports the radiator, condenser, cooling fan assembly and stabilizer bar. It is designed to collapse in the event of a collision. The problem is the stabilizer bar mounting bolts are attached directly to the frame extension which is only 12 gauge steel. If the area is impacted by a low curb or parking barrier, the metal will bend or distort, causing front end alignment problems. In some cases, extreme flexing, which could happen during hard cornering, or a hard jolt, like hitting a pothole, could cause damage to this area.

This problem was discovered before the company folded, and in the first recall, a pair of "doubler plates", Part # 110678, were added. It was then realized the new part did not correct the problem. In a subsequent recall, "strengthening brackets", Part #111140, and 111141, were specified to relieve the problem. All cars after VIN 6650 should have this modification. If this modification was performed on cars before VIN 6650, there should be a blue paint spot on the fire wall in the

CONTINUED ON PAGE 30

Research car (left) with over 160,000 miles on the odometer and stored DeLorean (right) with less than 2,400 miles.

TECHNICAL TIPS

BY TOM LONG, CHAPTER 5 COORDINATOR

1. The idler pulleys for the A/C belt have a tendency for their bearing to go bad. The bearing is readily available at any bearing store as Part Number 6202 — a double sealed ball bearing. They are not too difficult to replace, but you should know that the belt can be tensioned quite adequately with just the lower pulley. If you want, you can move the upper one away from the belt and just use the lower one. Joe recently had the lower one give out on the road. He substituted the upper pulley for the lower one and got along fine.

2. When you have to add a lot of water for some reason, you know that you should bleed the air out of the system with the bleed valve located on the thermostat housing. We have talked about this many times in the past, but it is also important to make sure the temperature control on the heater is full on and the heater - A/C mode control switch is in the heater position. This prevents air from being trapped elsewhere in the system from whence it can migrate to the thermostat housing.

3. When your air conditioner needs to be recharged, the recommended charge is 2.2 lb. of Freon 12 with 1.8 cubic inches of lubricant such as Suniso 5GS or Texaco Capella. When properly charged and operating, the A/C actually does a pretty good job of cooling. The temperature of the air at the ducts actually should reach 40 degrees F.

4. Replace your radiator cap on a yearly basis. The cooling system on my car appears to be free of leaks, but I have found that I often "burp" antifreeze when I have parked it after the engine has been running on a hot day. Apparently, the seals on the radiator cap go bad and it lets water out of the overflow when it should not. An AC RC15 radiator cap or equivalent is readily available at any good auto supply store.

5. Check your metal radiator return pipe in the engine compartment! This is the metal pipe carrying coolant on the right hand side, passenger side (on left hand drive vehicle), of the engine compartment. The problem is the flexible aluminum duct for the intake air can rub against this pipe and wear a hole in it bringing about a sudden, unexpected and desirable loss of engine coolant. This happened to John Jordan on a trip to Chicago. He told me about it so I checked mine and found that I just discovered it in time. A hole would have worn through in a short while. The solution, assuming you found it in time, is to take a piece of 1 1/4 radiator hose about four inches long, slit it lengthwise, and slide it over the metal pipe to prevent the metal to metal contact.

160,000 MILES

(FROM PAGE 29)

engine bay just to the left of the engine cover bracket which holds the cover in the open position. If you do not see the blue mark, slip under the front of the car and look for the two black strengthening brackets. (Refer to DeLorean World Spring, 1988, Vol. 5, No. 4, page 38, Figure 2, or to Service Bulletin ST-03-1/82.)

NOTE: If you refer to the DeLorean Workshop Manual, Front Suspension, J:09:01, Figure 15 is incorrectly illustrated upside down.

While you are under the car, check the condition of the rest of the gray epoxy coated chassis and suspension components for cracked or peeled coating and any rust spots which may be hiding behind these areas. If your DeLorean lives or has spent time in an area near salt water, or an area using road salt, this precaution is a must. (For details, see "Rust Never Sleeps", DeLorean World, Vol. 6, Expo 1989 Issue, page 36, and "Rust Never Sleeps, Part II, DeLorean World, Vol. 9, No. 1, page 14.).

As always, if you have any further questions, feel free to call me.

> ***"I have no record or reports of any component ever failing with a PRV-6."***

ABOUT THE AUTHOR

Joe LoRé is the owner/operator of
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Peachtree City, Georgia, 30269
Tel: (404) 631-4800.
He has served as volunteer Technical Director for DeLorean Owners Association Chapter 5 for several years.

BATTERY REMOVAL AND REFITTING

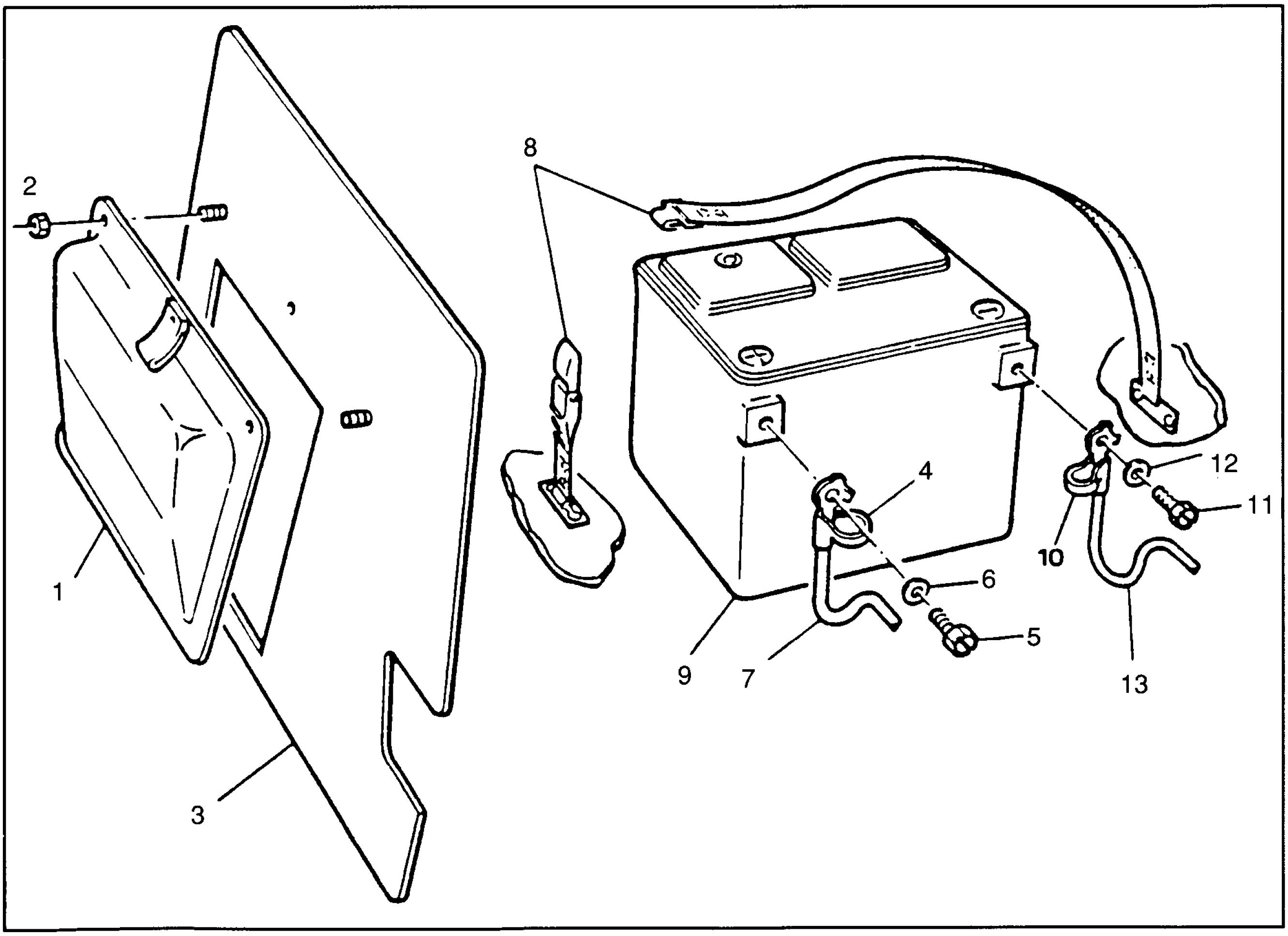
REMOVING *(Fig. 28)*

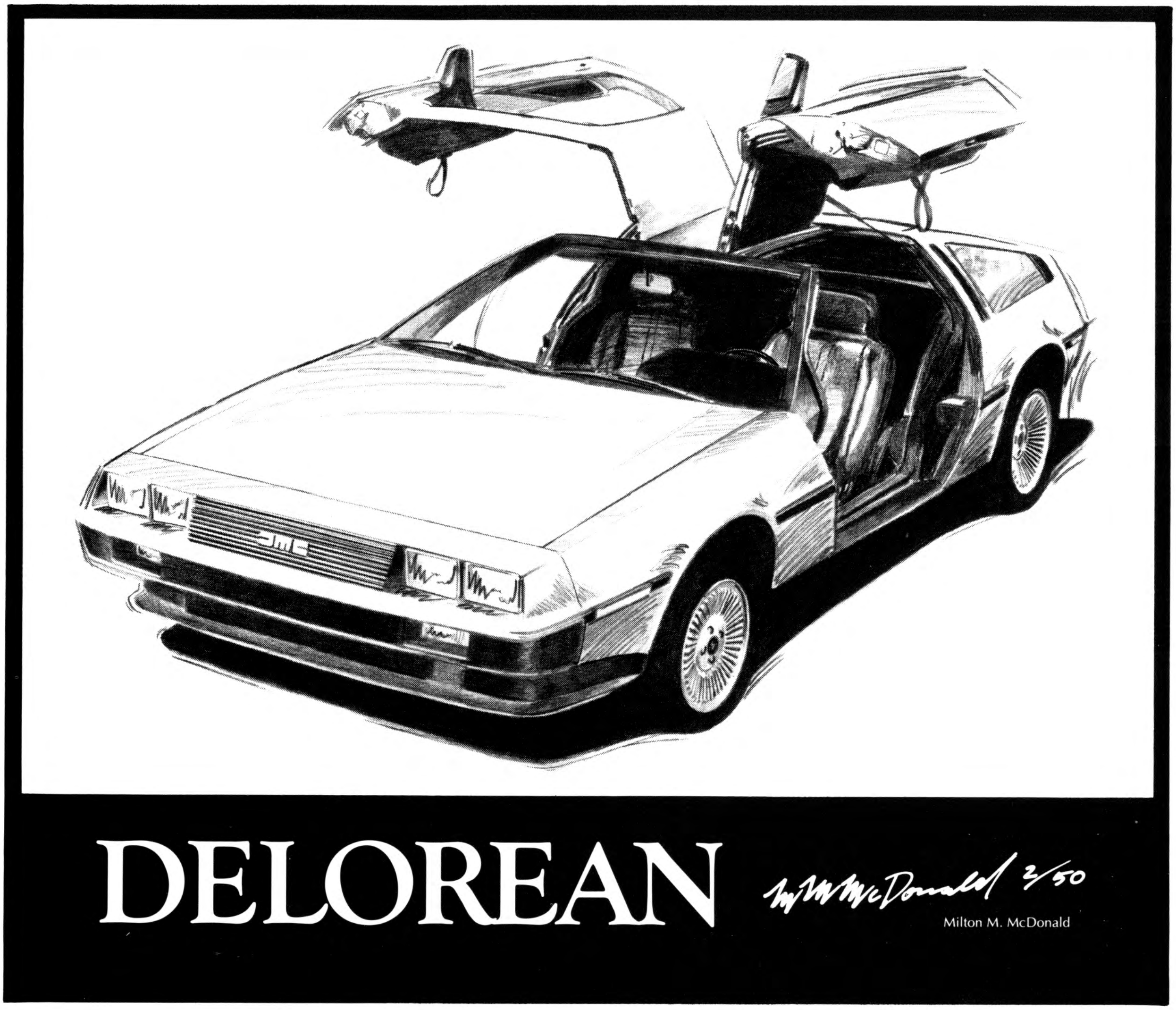
1. Slide passenger's seat fully forward and tilt to full extent.
2. Unclip carpet behind passenger's seat to reveal battery access cover (1).
3. Remove two nuts (2) retaining access cover (1) on rear bulkhead assembly (3).
4. Remove access cover (1).
5. Remove plastic protective cover (4) over battery positive terminal and remove bolt (5) and washer (6). Disconnect cable (7).
6. Release battery retaining strap (8).
7. Move battery (9) forward to gain access to battery negative terminal and remove plastic protective cover (10), bolt (11) and washer (12). Disconnect cable (13).
8. Remove battery (9).

REFITTING

1. Replace battery (9) at front of battery compartment and connect negative cable (black to battery negative terminal).
2. Re-fit plastic protective cover (10).
3. Move battery (9) into position on the battery compartment ensuring that the retaining strap (8) is not trapped by the battery (9).
4. Connect positive (Red) cable to terminal and tighten.
5. Re-fit plastic protective cover (4).
6. Fit strap (8) to battery (9) and adjust as necessary to ensure security of battery (9).
7. Re-fit cover (1) and secure.
8. Re-clip carpet.
9. Re-adjust passenger's seat as required.

(CONTINUED ON PAGE 36)





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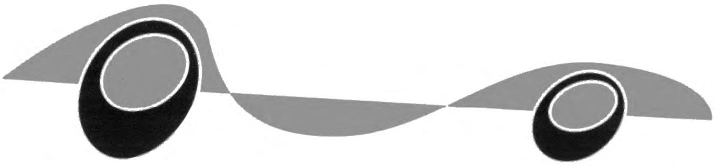

AUTOMOTIVE ART

(FROM PAGE 25)

STATEMENT:

"My work is essentially abstract expressionist with constructivist elements."

"I enjoy the stresses and tensions generated by an architectonic look which provides the suggestion of the familiar yet allows me to avoid the explicit depiction of any particular form.

"I enjoy playing with space ambiguities through the partial disintegration of competing elements, thus establishing the illusion that the elements merge at the same locus.

"My colors are usually pastel tones with an occasional burst of saturated color to excite the eye.

"The off-register color relationship on the perimeter of poorly printed newspaper comic strips is very attractive to me and I try to re-create this effect using glazing and layering techniques.

"I begin a piece by making marks on the format using objects which I find in the street, beach, and elsewhere. I paint the objects and slap them on the surface. The marks begin to suggest a direction which the composition may take.

"Novelty is important to me, and for that reason I rarely begin with a full composition in mind but rather go where the emerging shapes take me."

SOURCE REFERENCE:
Long Beach Gallery

DOUG MCPHAUL
STATEMENT:

"A statement by an artist about an artists work, alters the way in which the viewer perceives the work. Picasso said that a painting takes on a new life with each person's reaction to it. One shall not tamper with the special relationship between viewer and art work, with ruminations which are best suffered by one's fellow artists."

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LIGHTING SYSTEM

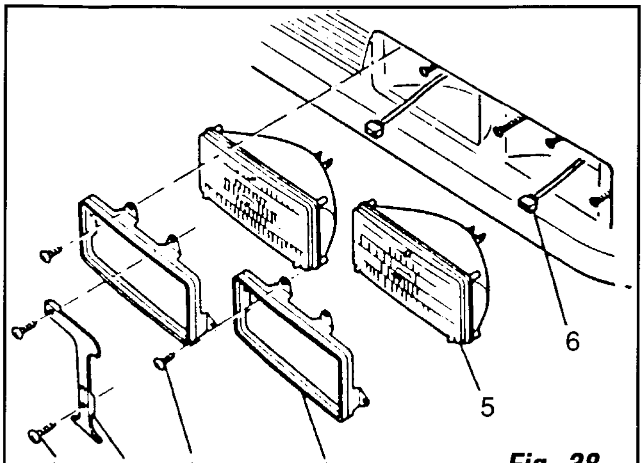

Fig. 38

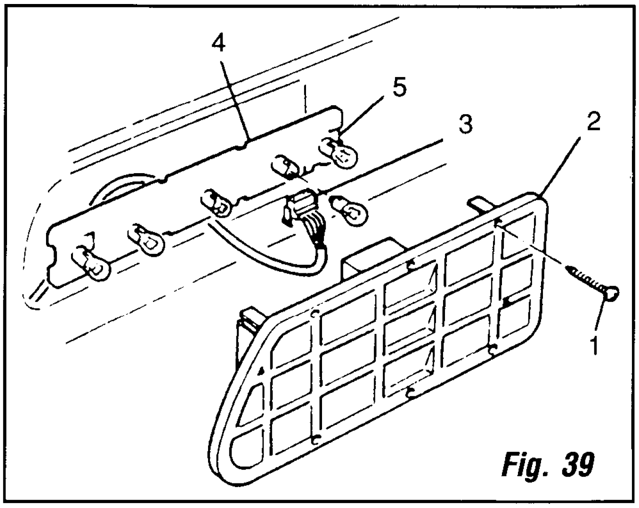

Fig. 39

HEAD LAMP UNIT REMOVING–REFITTING

(Fig. 38)

REMOVING

- Remove screws (1) holding headlight centre trim panel (2).
- Release four headlight rim retaining screws (3) and withdraw rim (4).
- Withdraw headlight (5) and unplug connector block (6).

REFITTING

Reverse Removal Procedure.

***NOTE:** Ensure headlamp unit is fitted the correct way up and that the sealing lugs are properly located.*

- Fit and tighten four headlight rim retaining screws (3).
- Check headlight aim and adjust if necessary.
- Re-fit headlight centres trim panel (2) and retaining screws (1).

ADJUSTING HEADLIGHTS

- Position the car on level ground.
- Bounce the vehicle to ensure correct settlement of the suspension.
- Using "free standing" beam setting equipment follow manufacturer's recommendation.
- Switch on headlamps to "dipped beam".
- By means of the two screws adjust the position of the light projected by the lamp.
- Note top screws give vertical adjustment.
- Switch to main beam and proceed to similarly adjust.

REAR CLUSTER AND BULBS REMOVING–REFITTING

(Fig. 39)

REMOVING

- Withdraw six screws (1) from around light cluster (2).
- Withdraw light cluster and unplug from connector block (3).
- Slide printed circuit board (4) to disengage retaining tongue (5) on cluster and withdraw board from cluster.
  (Replace bulbs as necessary.)

REFITTING

Reverse Removal Procedure.

BATTERY

(FROM PAGE 31)

GENERAL INFORMATION

Water never needs to be added to the Freedom Battery. There are no filler caps in the cover. The battery is sealed, except for small vent holes in the cover. The vents allow what small amount of gasses that are produced in the battery to escape. The special chemical composition inside the battery reduces gassing to a very small amount at normal charging voltages. Besides reducing gassing, the special chemistry greatly reduces the possibility of overcharge damage.

The vents require keeping the battery in an upright position to prevent electrolyte leakage. Tipping the battery beyond a 45° angle in any direction can allow a small amount of electrolyte to leak out the vent hole.

DO NOT exceed this 45° angle when carrying or installing the battery.

Evidence of electrolyte leakage does not necessarily mean the battery is defective.

With special cables properly attached the metal surfaces that carry the current are completely sealed from the atmosphere. This prevents terminal oxidation and corrosion that would cause starting and charging problems. If new cables are needed, sealed terminal cable replacements should be used to retain the reliability of the original maintenance-free connection. Torque studs to 5-10 lb./ft. (7-13 Nm). With the correct cables properly attached, and with the battery properly mounted, the Freedom Battery never needs any periodic maintenance attention.

Warning: All lead-acid batteries generate hydrogen gas which is highly flammable. If ignited by a spark or flame, the gas may explode violently, causing spraying of acid, fragmentation of the battery, and possible severe personal injuries. Wear safety glasses when working near batteries. In case of contact with acid, flush immediately with water.

ENGINE TUNING DATA

Idle Speed	775 R.P.M. ±50 R.P.M.
C.O. reading at 950 R.P.M.	1% ± 0.3%
Valve clearance (cold):	
Inlet	0.10-0.15 mm (0.004"-0.006")
Exhaust	0.25-0.30 mm (0.010")-0.012")

Valve Timing		LH	RH
Inlet opens	B.T.D.C.	9°	7°
closes	A.B.D.C.	45°	43°
Exhaust opens	B.B.D.C.	45°	43°
closes	A.T.D.C.	9°	7°

SPARK PLUGS

Type	Bosch HR 6 DS
Gap	0.6-0.7 mm (0.024"-0.028")
Torque	17-20 Nm (13-15 ft./lbs.)

Advertisers List

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DeLorean Motor Center	3
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Specialty Automotive	33
Swedish Automotive	34
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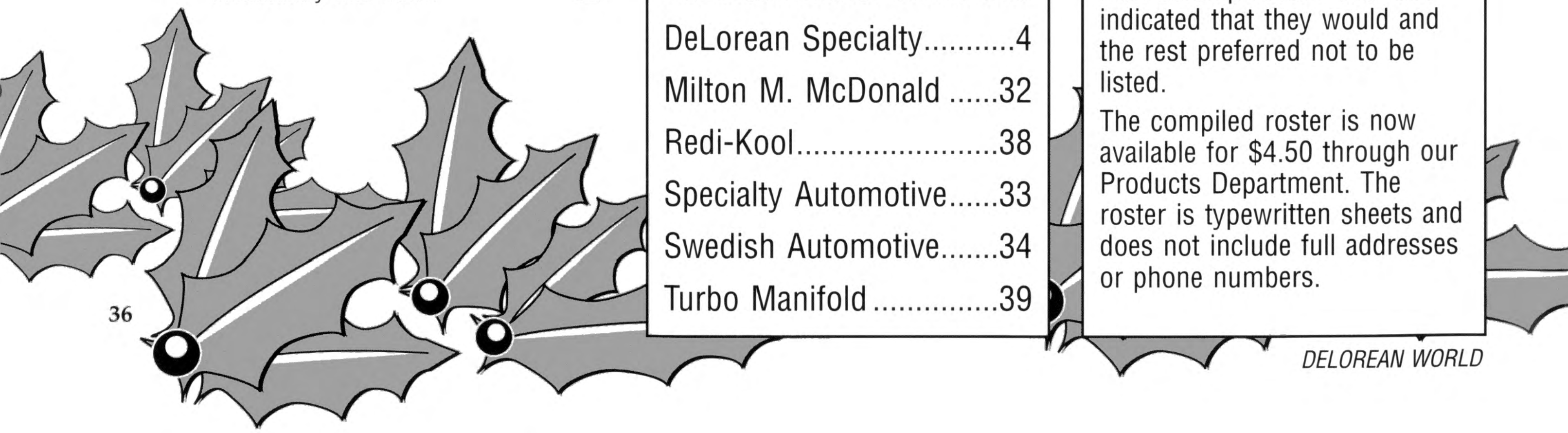
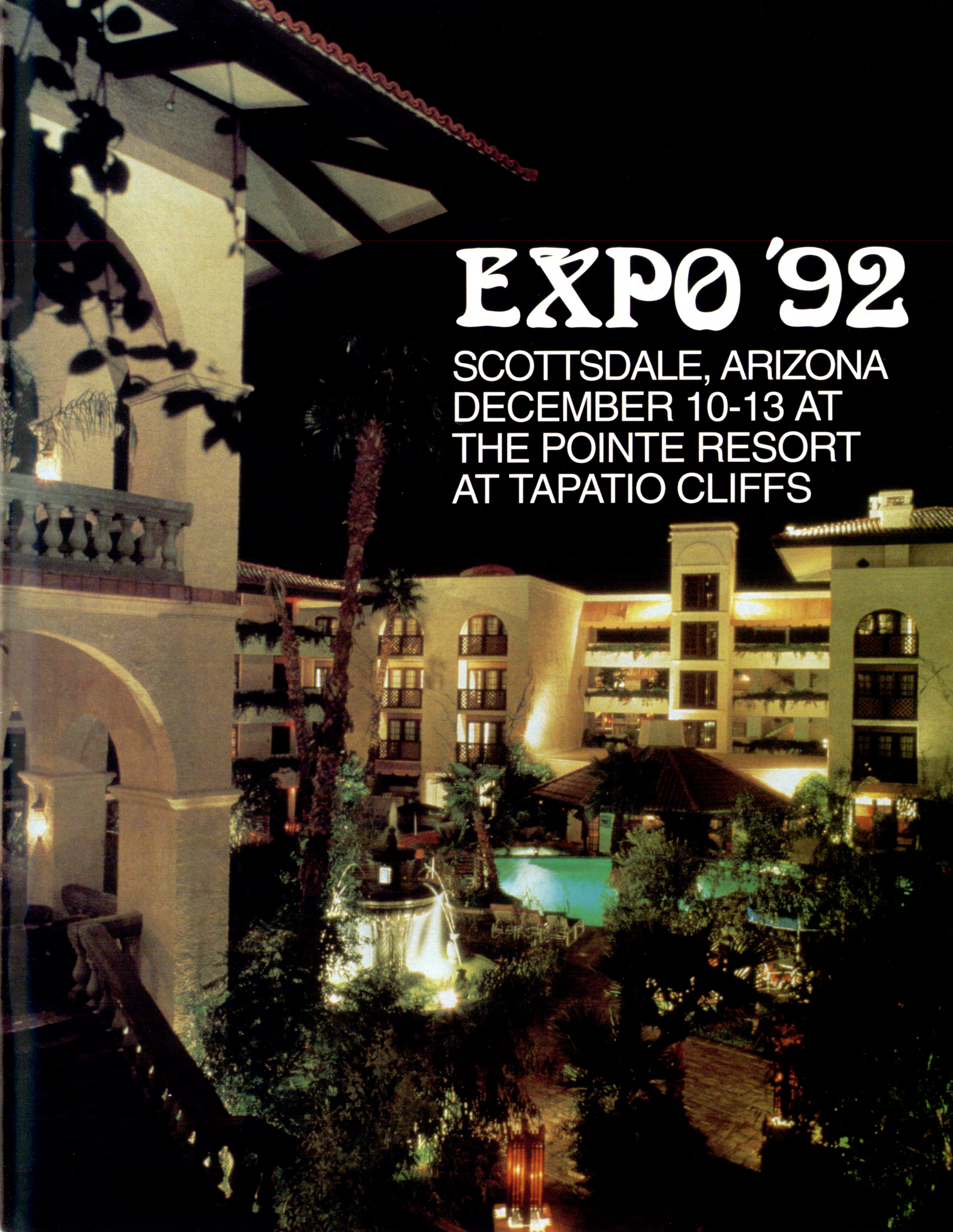
Membership Roster Available

For well over a year, we have asked members, on their renewal forms, whether they would like their names and cities included on a membership roster. Over 900 indicated that they would and the rest preferred not to be listed.

The compiled roster is now available for $4.50 through our Products Department. The roster is typewritten sheets and does not include full addresses or phone numbers.





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WANT TO BUY A DELOREAN AUTOMOBILE? Call for our FREE computerized list of "DELOREANS FOR SALE" around the nation. DELOREAN ONE, 10804 Roark Road, Houston TX 77099. Tel (713) 568-9573.

MAGNETIC INDEX: Brushed silver magnetized covers hold the accordion-style folded pages firmly together. The size of a credit card, consisting of ten pages for addresses and telephone numbers. Has silver car with DMC logo. Cost $4.95 plus $2.00 shipping. JON SPURLIN: 8900 Oak Park Avenue, Northridge, CA 91325. (818) 993-1433.

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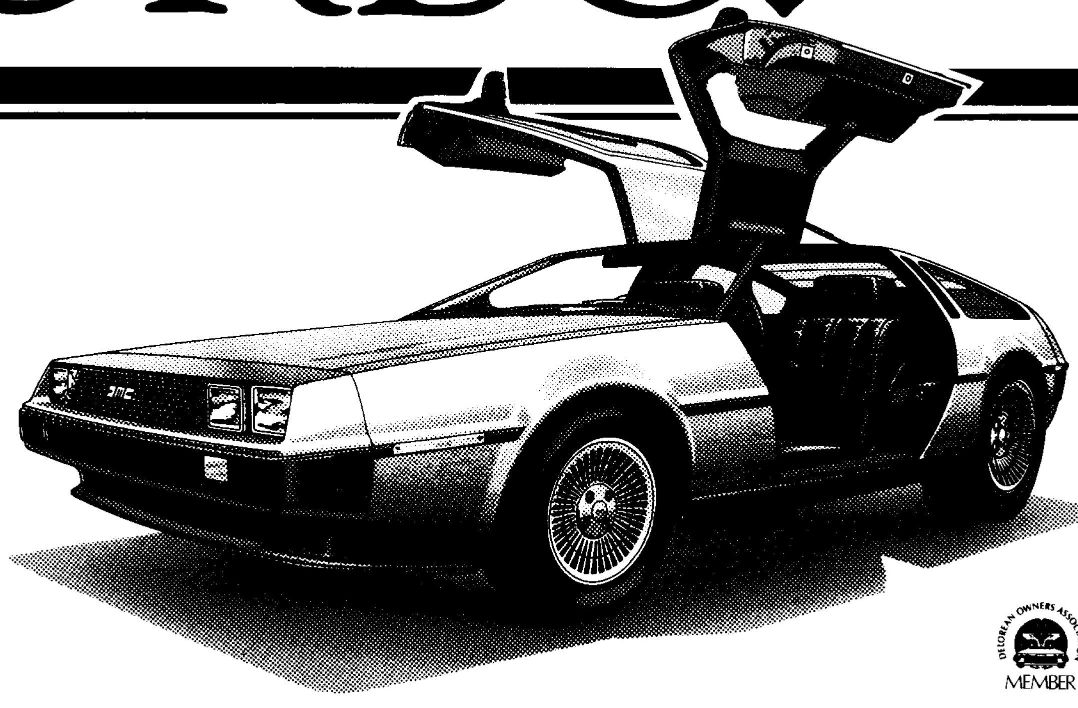

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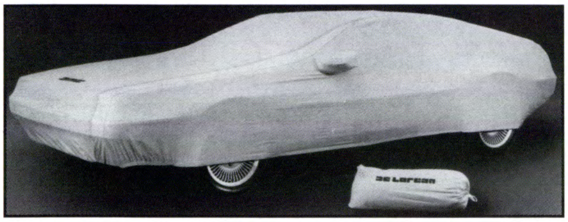

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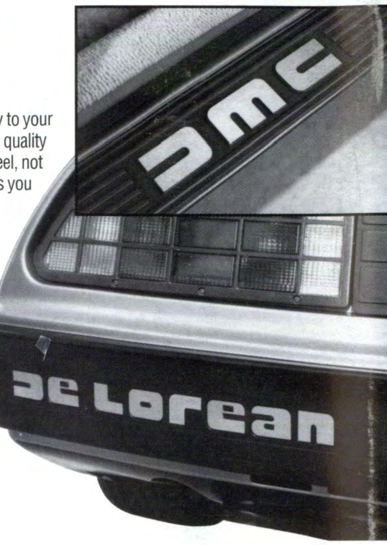

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